

MARITIME HERITAGE MINNESOTA

ANN MERRIMAN

CHRISTOPHER OLSON

Log Book 39 of the USS Essex

February 1, 1897 - July 31, 1897

The Day-to-Day Operations of Shipbuilder Donald
McKay's Last Ship



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USS *Essex* Log Book 39

Finding Aid

Adams class ship USS *Essex* (IX-10) was designed and constructed by premier North American shipwright Donald McKay. Her keel was laid down in 1874 and she was launched in 1876. She was a three-decked wooden screw steamer sloop-of-war with auxiliary sail (bark-rigged). She was 185 feet long, 35 feet in the beam, had a 14.25-foot draft, and was 1,375 tons. When commissioned, she carried six big guns, all muzzle loaders: one XI-inch and four IX-inch Dahlgren Naval Artillery guns, and one 60-pound Parrott Rifle. The ship's armory carried dozens of small arms including rifles, pistols, revolvers, and cutlasses. Further, she carried six auxiliary boats including a launch, two cutters, a whale boat, one gig, and a dinghy. The combinations of guns and watercraft carried on board USS *Essex* could change from log book to log book. She served with the US Navy in active duty and as a training ship with the Ohio Naval Militia, the Illinois Naval Militia, and the Minnesota Naval Militia. She was intentionally burned on Minnesota Point in Lake Superior at Duluth in 1931. Her Minnesota Archaeological Site Number is 21-SL-1030 and she is a National Register of Historic Places Property.

Maritime Heritage Minnesota digitized the 62 known USS *Essex* log books held at the National Archives in Washington, DC, and at the US Naval Academy in Annapolis in 2010. The log books consist of the daily activities on board the *Essex* as recorded by deck officers on duty. Those deck notes were then transcribed to be the official log of the *Essex* that were sent to the Navy Department in Washington, DC, where they were bound into their current book form. At the beginning of most log books, there are: a title page, two list of officers pages, a crew complement page (listing the crew by rank and job), an armaments page (list of the different large guns, boats, and small arms), and two pages of compass observations. Not all log books contain these pages and some include additional information, including a plan and section of the *Essex* in Log Books 8 and 9 and four pages of directions on how to fill out log pages in Log Book 21. Sometimes two transcribed versions of log pages were sent to the Navy Department and duplicate books were produced. However, sometimes the duplicate books were not bound with exactly the same pages, so some books overlap each other in date. Also, some log book pages have writing too close to its spine edge and after binding, some words and numbers were 'lost' in the spine if the binding remained tight over the decades. Further, it must be kept in mind that the names of ships, both American and foreign, as well as geographical locations usually expressed in different languages will have variations in spelling. With this in mind, the deck officers of the *Essex*, when writing the log pages, may misunderstand what the actual name of a ship or geographical marker actually is and their handwriting may present challenges or be nearly illegible. The editing of this log book and the creation of the finding aid was made possible by a generous donation from MHM friend and supporter Dr. Natalie Rosen.

Log Book 39 of the USS Essex: February 1, 1897-August 31, 1897

The National Archives houses USS *Essex* Log Book 39. Throughout Log Book 39, comments were made on:

- sail adjustments with sail type and action specified
- banking of boiler fires in order to put the ship on stand-by for immediate use
- coupling and uncoupling the propellor when the ship was shifting from steam to sail and *vice-versa*
- when under steam the different watches record the average steam boiler pressure and engine revolutions; sometimes specific boiler are mentioned by their letter designation
- lowering of smokestack and proceeded under sail and *vice-versa* when the *Essex* was underway
- when anchored nearly every watch described the state of the anchor cables: crossed ('cross in hawse, stbd chain on top' or 'Elbow in hawse') and often will mention 'clearing the hawse' (the crossed anchor cables were uncrossed)
- casting deep sea lead for soundings
- swinging the ship to test for compass deviation
- patent log readings
- water distillation using the ship's boilers to produce freshwater and refilling the freshwater tanks
- coaling of the ship
- discharging ashes onto a lighter
- weather recording: temperature, wind speed and direction, barometer readings, state of the sea
- recording the ship's behavior (heavy rolling or pitching)
- testing flood cocks in magazine and gun rooms
- testing of all electrical apparatus
- crew conducting ship maintenance: engine maintenance/repair, boiler maintenance/repair, coal bunker maintenance/repair, general ship cleaning, bilge cleaning and checking pumps, scraping and painting - and sometimes tarring and caulking - the ship's hull and infrastructure, caulking the decks, iron work maintenance/repair, rigging repair/replacement, tarring down rigging, airing of rigging, repairing stays, repairing yards and booms, loosed sails to dry, repairing sails, replacing sails, scraping and slushing spars, scrubbing masts and yards, repairing masts, hawser (mooring lines) maintenance/repair/replacement, condenser bed timber repair/replacement, engine bed timber repair/replacement, steam cutter maintenance/repair, steam/sail launch maintenance/repair, gig maintenance/repair, dinghy maintenance/repair, whale boat maintenance/repair, turned and cleaned hammocks and bedding, painting hammock netting panels, scraping and blacking boat davits, repaired ground tackle, repaired sounding apparatus, scraping out smokepipe, inspected cotton primers, repairing binnacles, repairing waste pipes of magazine and shell room, repairing rail, repaired skylights, repaired awning stanchions, awning repair/replacement, repairing air ports, repairing gun ports, repairing water closets, gun carriage/battery maintenance/repair

- crew conducting drills: furling and unfurling sails, target practice with the main battery (great guns), target practice with the air gun, floating target practice, boat drills - all hands called to arms and away all boats for naval tactics under sail and oars, on shore target practice, general quarters drills, small arms drills, fire drills, single stick drills, revolver drills, torpedo drills, passing powder drills, fuze drills, abandon ship drills, man overboard drills, Gatling gun drills, howitzer drills, skirmishing, battalion drills, machine gun drills, pistol drills, rifle drills, bayonet drills, target practice with target hanging from a yardarm, Morse signal drills, landing party drills, navigation drills, man overboard drills, signaling with the flagship, Army and Navy signaling drills, watch signal drills, international signal drills, basic medical training (tourniquets, resuscitation), Marine Guard drill
- Marine Guard drills in the cutter
- cadet/apprentice drills: signaling drills, wig-wag signaling drills
- receiving fresh water from shore through pumps or lighter
- receiving provisions and stores: food, medical supplies, clothing, engineering gear, construction
- Quarterly Board of Survey's findings of condemned articles on board (food, equipment) and their fate (food was usually tossed overboard) from the inventories of the different ship's departments (Ordnance, Engineering, Navigation, Equipment, Medical, Pay)
- crew promotions
- crew quarters inspection
- liberty parties sent ashore
- crew members are discharged at their own request (DOR)
- lists of new crew members - recruits or transfers from other ships- taken on board during a cruise
- crew transfers to other ships
- crew reporting the expiration of their contracted naval service
- crew members in solitary confinement or other punishments for various infractions, AWOL crew, general and summary court martial proceedings, AWOL crew put in irons
- rewards offered for the return of AWOL crewmen
- weekly Sunday services; after the services, once a month, the Articles for Better Government of the Navy were read to the crew

NOTE: The *Essex* deck officers who recorded the daily happenings on the ship often translated the names of non-American ships incorrectly. MHM determined the correct spellings of the ships and those corrections are reflected in the Finding Aid, not the poorly transliterated ship names.

At the beginning of Log Book 39, on February 1, 1897, the USS *Essex* was at sea, with her apprentices practicing knot splicing, lead casting, log taking, compass reading, single sticks, gunnery, signals, and seamanship. Exercises included divisions at stations, casting loose, stations for boats and setting up, gunnery, signals, arming and away boats, taking in, furling, loosing and setting topgallant sails. On February 8, an auction for the effects of a deserter sold for \$1.70. On February 12, *Essex* stood in to

Bridgetown, Barbados, got up steam and anchored at Bridgetown Roads; she fired a national salute with an English flag at her main that was answered by a shore battery. *Essex* stayed in port for 11 days, giving and receiving official calls that included the Aid de Camp of the CO of the English land forces in Barbados, the US Consul, Aide to the Governor, and other ships. *Essex* dressed in rainbow fashion for Washington's birthday - as did HMS *Talbot* - and fired a 21-gun salute. The log detailed the activities of the busy port including the movements of *Talbot*, American Line steamer *Ohio*, American barque *St. Lucie*, Royal Mail steamers *Orinoco* and *Solent*, and other unnamed ships: an American schooner and barque, English barques, barkentines, barks, brigantines, and schooners, Norwegian brigantines and barques, Royal Mail steamers, a Quebec Line steamer, a French bark, and a Dutch ship. A crewman was demoted for 'attempting to evade debts contracted on shore' and *Essex* left Bridgetown on February 23. Two days later, *Essex* spotted Montserrat Island and later anchored off Plymouth -an officer called on the American Vice Consul; the whale boat that took the officer ashore broke an oar lock due to a heavy swell. On February 26, the ship up anchored and went to St. Kitts, fired a 21-gun national salute while flying an English flag, and exchanged visits with the American Vice Consul; the ship gave him a 5-gun salute upon departure. The next day, the Consul visited and also received a salute. The last day of February saw CO inspections of the ship and crew, and he visited the school ship USS *Saratoga*; the steamer *Carribbee* left harbor.

On March 1, the Governor of St. Kitts visited USS *Essex* and received a 17-gun salute upon his departure; a few days later, the Administrator of St. Kitts also visited and received a 13-gun salute. During the first 9 days of March, the *Essex* crew and apprentices practiced with boats, seamanship, gunnery, single sticks, and signals, and took liberty. Apprentices visited school ship USS *Saratoga* and the following morning, the log noted the ship's catamaran had been taken during the night by 2 apprentices without permission or leave; the boat was retrieved by 2 men on the beach and the apprentices were subjected to summary courts martial. Port activities included the movements of the British steamer SS *Duart Castle* and the Quebec Steamship Company steamer *Madiana*. *Essex* left St. Kitts on March 11; 2 days later she anchored in Charlotte Amalie Harbor, St. Thomas and fired a 21-gun salute while flying the Danish flag on her main. On March 18 and 19, a work boat with a diver and 'diving apparatus from the St. Thomas Floating Dock Company, were employed to examine and repair the port side after sea suction valve. Port business was logged including visits with the Governor of Danish West Indies, the Holland gunboat *Alkmar*, and other entities, with many large gun salutes occurring. Other ships in the port include the German steamer *Virginia*, French Flagship *Dubourdieu* - flying the flag of the Admiral of the Atlantic Division of the French Fleet. USS *Essex* up anchored on March 23; the crew and apprentices conducted drills for several days. On March 30, the crew spotted Centinela Rock and arrived at La Guaira/Guayra, Venezuela. On the last day of March, *Essex* fired a 21-gun salute while flying the Venezuelan ensign on her main; she steamed into the Inner Harbor of La Guaira and visits were exchanged with the US Consul.

The first week of April saw crew and apprentice drills in infantry, great guns, rifles, signals, and boats under oars. During this time, the movements of ships in the busy port

were noted including the Compagnie Générale Transatlantique steamer SS *Alexandre Bixio*, Red D Line steamer *Philadelphia*, the Venezuelan gunboats *Vencedor* and *Crespo*, and French and Dutch steamers. USS *Essex* got underway under steam on April 7; the crew uncoupled the propellor once clear of the harbor and proceeded under sail. On April 12, the ship arrived in Port Royal, Jamaica, with the English flag at the main and fired a salute. Visits were exchanged with port authorities, including officers of the HBM Guardship *Urgent*, the Commandant of the British Naval Station, the US Consul, and the ship anchored in Kingston Harbor. The crew painted *Essex* and scrubbed their blankets, and the log mentions the movements of the British steamer *City of Kingston*, an American 3-masted schooner, a Norwegian steamer, and an Atlas Line steamer. On April 21, *Essex* steamed out of Kingston Harbor, uncoupled the propellor and went under sail. For the remainder of April, the crew and apprentices worked on sail handling and other drills; the ship anchored at Key West on April 30.

The first 12 days of May, USS *Essex* officers exchanged official visits from shore personnel and USS *Marblehead*. The apprentices practiced at boats, revolvers, gunnery, single sticks, and signals. They also worked at sending up and down the light yards and reading night signals sent from *Marblehead*. Port traffic was identified including Mallory Line steamer *Nueces*, steamer *Mascotte*, steamer *Concho*, Lighthouse Tender *Laurel*, and a US Revenue Cutter. *Essex* up anchored and left Key West on May 12 under steam, but shortly uncoupled the propellor and proceeded under sail. During the middle of May, the crew and apprentices spent their days on drills, and the log mentions sighting several ships. By May 28, the ship was approaching New York. An apprentice fell and broke his leg while on deck and the steamer *Gate City* of the Merchant Marine Line passed close by; the ships exchanged colors. The next day, *Essex* anchored in Gardiners Bay, Long Island, and 2 days later, the crew laid out targets and marking buoys for weapons practice, but the exercise was canceled due to fog.

For the first 18 days of June, *Essex*, her crew, and apprentices spent most of their time on target practice and anchoring in different bays around Long Island including Noyack Bay, Gardiners Bay, Long Island Sound, and Start Island Roads. More specifically, on June 2 *Essex*'s Chief Engineer transferred to USS *Detroit*, moored at the New York Navy Yard, and a crewman transferred to USS *Iowa* on June 14. *Essex* passed Blackwells Island and headed up the East and North Rivers, exchanged signals with USRS *Vermont*, saluted the Commodore's flag with 11 guns, and moored at the Navy Yard on June 18. The next day, an apprentice was transferred to *Vermont* in single irons to await a General Court Martial for theft. Along the ship's port side, the 2nd cutter was fouled by a large tow of canal boats and barges heading downriver. Until the end of June, *Essex* and her crew went through inspections by Commander F.W. Dickins and practiced drills. The ship moved around the North and East Rivers, mooring to the Cob Dock at the Navy Yard on June 24 and saluted *Vermont*. Over the next 2 days, several men were sent to the US Naval Hospital in Brooklyn and a list of apprentices transferred to *Vermont* was included in the log, with additional transfers occurring on June 28. Over the last 2 days of June, Yard workmen were on board in the Engineering Department and ordnance was transferred to the General Storekeeper of the Navy Yard.

At the beginning of July, the *Essex* crew sent down the topgallant masts and yards to the New York Navy Yard to be replaced. US Coast Survey steamer *Bache* stood down the East River and *Essex* half-masted her colors for a funeral service on USS *Indiana* and Torpedo Boat USS *Porter* entered the yard. On July 6 *Essex* was towed by Navy Tugs USS *Nina* and USS *Narkeeta* from the Cob Dock to drydock #2; all hands were sent over the side to scrub the ship's bottom. *Essex* also received some copper on her hull and her hand pumps were repaired; she left drydock on July 8 and Gunboat USS *Helena* went into commission for the first time. On July 10, an apprentice was discharged from service due to 'ineptitude'. Throughout July, Yard workmen conducted repairs and maintenance and the log chronicled the movements of vessels around the Yard and the rivers. On July 27th, Rear Admiral Montgomery Sicard, Commander of the North Atlantic Squadron, was welcomed on board *Essex*. Two days later, the ship finished coaling and taking on ammunition and on July 31, the Secretary of the Navy arrived on the tug *C.E. Evarts/C.H. Evarts*; he was met with a 17-gun salute from the Cob Dock Battery. Activities involving the USRS *Vermont*, USS *Fern*, USS *New York*, USS *Porter*, USS *Texas*, USS *Standish*, USS *Cushing*, USS *Annapolis*, USS *Detroit*, Tugs *Lewis Pulver* and *Amerika*, Torpedo Boat USS *Ericsson*, USS *Puritan*, USS *Cincinnati*, and USS *Maine*.

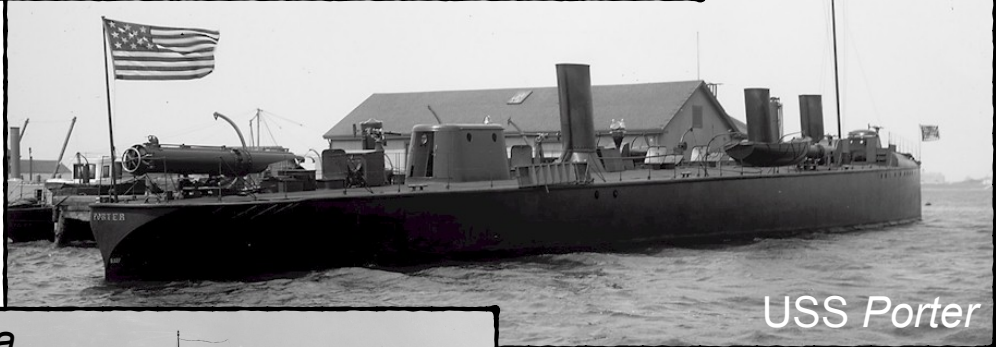
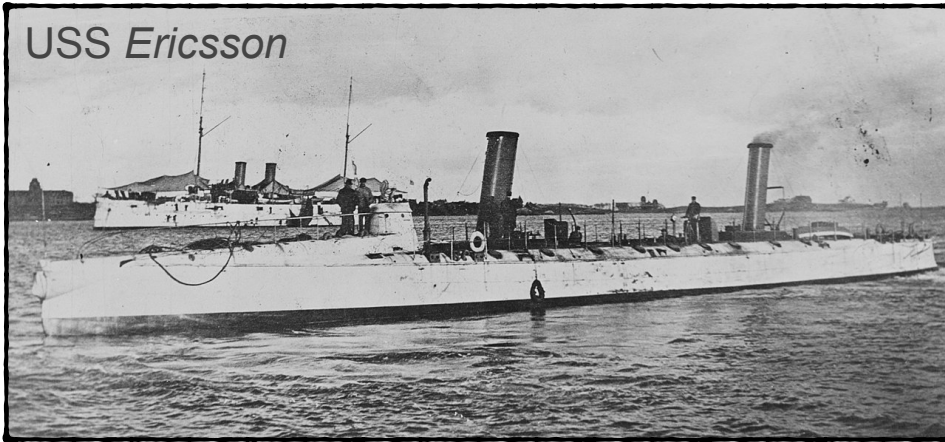
Tags:

sloop-of-war USS *Essex*, HMS *Talbot*, American Line steamer *Ohio*, American barque *St. Lucie*, Royal Mail steamer *Orinoco*, Royal Mail steamer *Solent*, school ship USS *Saratoga*, steamer *Carribbee*, British steamer SS *Duart Castle*, Quebec Steamship Company steamer *Madiana*, Holland gunboat *Alkmar*, German steamer *Virginia*, French Flagship *Dubourdieu*, Compagnie Générale Transatlantique steamer SS *Alexandre Bixio*, Compagnie Générale Transatlantique steamer SS *Alexandre Bixio*, Red D Line steamer *Philadelphia*, Venezuelan gunboat *Vencedor*, Venezuelan gunboat *Crespo*, HBM guardship *Urgent*, British steamer *City of Kingston*, USS *Marblehead*, Mallory Line steamer *Nueces*, steamer *Mascotte*, steamer *Concho*, Lighthouse Tender *Laurel*, Merchant Marine Line steamer *Gate City*, USS *Detroit*, USS *Iowa*, USRS *Vermont*, US Coast Survey steamer *Bache*, USS *Indiana*, Torpedo Boat USS *Porter*, Navy Tug USS *Nina*, Navy Tug USS *Narkeeta*, USS *Fern*, Gunboat USS *Helena*, tug *C.E. Evarts/C.H.*

Evarts, USS *New York*, USS *Texas*, USS *Standish*, USS *Cushing*, USS *Annapolis*, USS *Detroit*, tug *Lewis Pulver*, tug *Amerika*, USS *Ericsson*, USS *Puritan*, USS *Cincinnati*, USS *Maine*, New York Navy Yard, apprentice training, ship drills, ship maintenance, steam, sail, Donald McKay

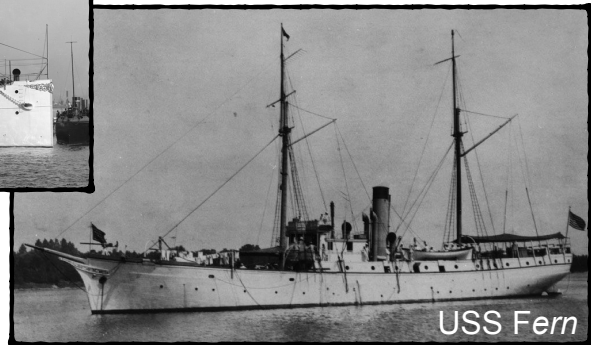


USS Ericsson

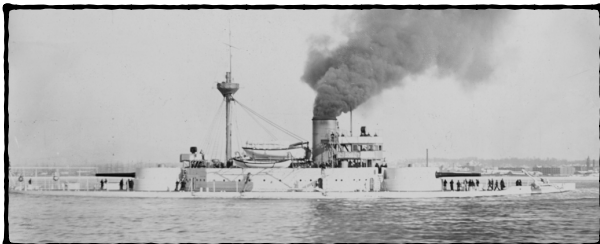


USS Porter

USS Helena

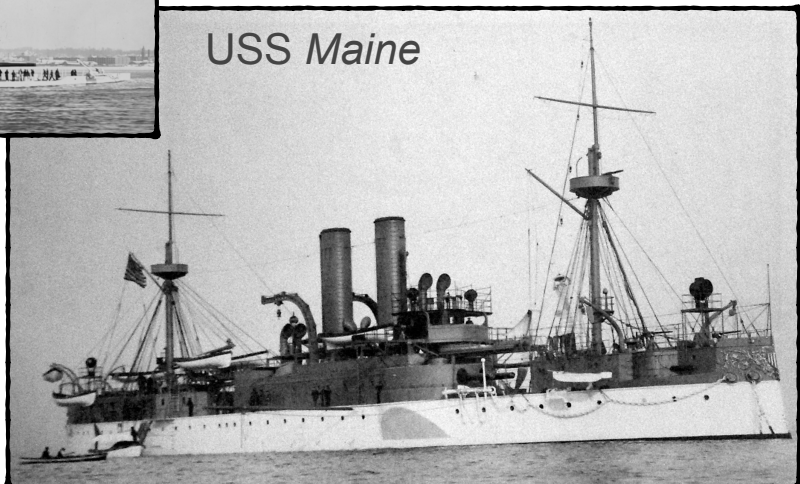


USS Fern

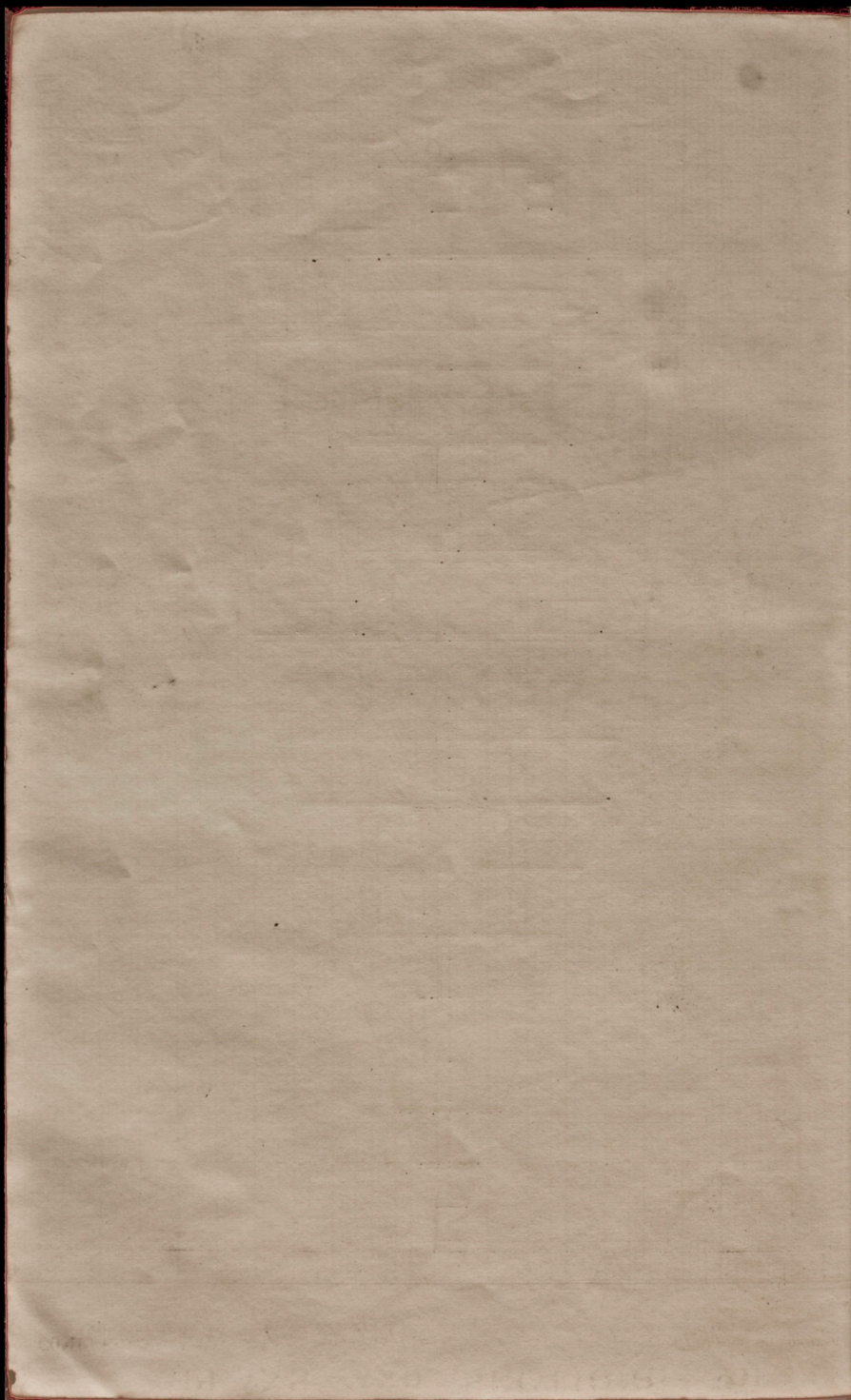


USS Puritan

USS Maine







LOG BOOK

OF THE

U. S. S. *Essex*

Third Rate,
of *Six* Guns,

COMMANDED BY

Commander E. J. Strong, U. S. Navy,

Attached to *Training* Squadron,

Commencing *February 1st*, 1897,

at sea, Lat *26° 51'* N Long *51° 08' W*,

and ending *July 31st*, 1897,

at *Naval Yard, New York*

BUREAU OF EQUIPMENT

NAVY DEPARTMENT.

1895.

LIST OF OFFICERS

Attached to and on board of the U. S. S

Essex

, commanded by

Commander *E. T. Strong*

, U. S. N., during the period covered by this Log Book,

from

February 1st

, 1897, to

July 31st

, 1897.

NAME.	RANK.	NAME.	RANK.
<i>Strong, Edward T.</i>	<i>Commander</i>		
<i>Humbard, John</i>	<i>Lieutenant Ex. Officer</i>		
<i>Stewart, John W.</i>	<i>Lieutenant Navigator</i>		
<i>Jordan, John W.</i>	<i>Lieutenant</i>		
<i>Luby, John F.</i>	<i>Lieutenant, Jr. Grade</i>		
<i>Lambert, Walter O.</i>	<i>Lieutenant, Jr. Grade</i>		
<i>Friedale, Ryland D.</i>	<i>Lieutenant, Jr. Grade</i>		
<i>McNamee, Luke</i>	<i>Ensign</i>		
<i>Morris, Lewis</i>	<i>Passed Asst Surgeon</i>		
<i>Bisson, Harry E.</i>	<i>Assistant Paymaster</i>		
<i>Potts, Harry</i>	<i>Chief Engineer</i>		
<i>Early, John</i>	<i>Paymaster's Clerk</i>		
<i>Jackson, Orono P.</i>	<i>Ensign</i>		
<i>Sellers, David Book</i>	<i>Ensign</i>		
<i>Williams, George W.</i>	<i>Ensign</i>		

Examined and found to be correct.

John W. Stewart
Lieut. Navigator

COMPLEMENT of Petty Officers, Seamen, Ordinary Seamen, Landsmen, Boys, and Marines on board
of the U. S. S. *Essex* at first commissioning

July 31st

1897.

NUMBER ALLOWED.	RATES.	NUMBER ON BOARD.	NUMBER ALLOWED.	RATES.	NUMBER ON BOARD.
1	Chief Boatwain's Mate,	1	1	Cabin Steward,	1
3	Boatswain's Mate,	2	1	Cabin Cook,	1
	Seamen Gunners,		1	Ward-room Steward,	1
1	Chief Gunner's Mate,	1	1	Ward-room Cook,	1
4	Gunner's Mates,	3		Steerage Stewards,	
1	Chief Quartermaster,			Steerage Cooks,	
3	Quartermasters,	3		Warrant Officer's Steward,	
8	Coxswains,	7		Warrant Officer's Cook,	
2	Captains of Forecastle,	2	7	Seamen,	7
4	Captains of Tops,	2		Ordinary Seamen,	
2	Captains of Afterguard,	2	14	Landsmen,	14
	Quarter-Gunners,		6	Boys,	6
2	Carpenter's Mates,	2	162	Apprentices,	
1	Sailmaker's Mates,	1	2	Machinists,	2
	Armorer,		1	Boiler Makers,	1
1	Captains of Hold,	1	1	Water Tenders, <i>on app. ship.</i>	1
6	Ship's Cook,	6	2	Oilers,	2
2	Ship's Corporals,	2	4	First-class Firemen,	2
1	Lamp-lighter,	1		Second-class Firemen,	2
	Carpenters and Calkers,		4	Coal Heavers,	4
1	Baymen,	1		TOTAL,	92
1	Master-at-Arms,	1			
1	Apothecary,	1			
1	Ship's Yeoman,	1			
1	Paymaster's Yeoman,	1			
1	Engineer's <i>Engineer's</i> Yeoman,	1			
	Schoolmaster,				
2	Ship's Writer,	2		ADDITIONAL FOR FLAGSHIP.	
	Ship's Tailor,			Master of the Band,	
	Ship's Barber,			Chief Musician,	
1	Painter,	1		First-class Musicians,	
1	Bugler,	1		Second-class Musicians,	
	Jack of the Dust,			Printer,	
1	Blacksmith,	1		Steward to Commander-in-chief,	
				Cook to do.	
				Coxswain to do.	
				Seamen to do.	
				Ordinary Seamen to do.	
				Landsmen to do.	

Examined and found to be correct.

John W. Stewart
Lieut. Navigator.

U. S. S. *Ceres*

Description of Instruments used for Meteorological Observations, their Location, &c.

INSTRUMENT.	MAKER.	NUMBER.	LOCATION.	DATE OF LAST COM- PARISON.	COMPARED WITH—	ERROR.
MERCURIAL BAROMETER.	Henry J. Green	3298	In Cabin	Feb. 20, 1897	Standard, Commercial Hall Barbados, W. I.	0° 03' High
ANEROID BAROMETER.	No Maker Name Marked L. L. L. L. W. I. W.	—	Cabin Buckhead	Feb. 22, 1897 May 10, 1897.	Standard, Commercial Hall Barbados, W. I. Key West, Signal Station	0° 00' 0° 15' high.
THERMOMETER, (Dry Bulb.)	Henry J. Green	6197	On Mizzin Mast Upper Deck	Feb. 20, 1897	Standard, Commercial Hall Barbados, W. I.	0° 00'
THERMOMETER, (Wet Bulb.) (Psychrometer.)	Henry J. Green	6198	On Mizzin Mast Upper Deck.	Feb. 20, 1897	Standard, Commercial Hall Barbados, W. I.	0° 04' High

Examined and found to be correct.

John W. Stewart
Lieut. Navigator.

A R M A M E N T

Of the U. S. S. *Cassia*

PRIMARY.

NO. OF GUNS.	CAL.	MARK.	DESCRIPTION.	CARTRIDGE.		PROJECTILES.		CARRIAGES.	REMARKS.
				POWDER.	WEIGHT.	KIND.	WEIGHT.		
43	4 Inch	III	Rapid Fire	3 1/4 lbs.	7 lbs.	Common Shell	33 lbs.	No. 4 Momb.	Dashell Break Plug
44	"	"	"	"	"	"	"	23	"
47	"	"	"	"	"	"	"	42	"
48	"	"	"	"	"	"	"	43	"
49	"	"	"	"	"	"	"	44	"
50	"	"	"	"	"	"	"	45	"

SECONDARY.

38	6 Pdr.	Common	Rapid Fire	3 lbs.	13 1/4 lbs.	Common Shell	6 lbs.	No. 82 Baguettes	Duggs, Schwerder (R. F. G.)
39	"	Common	"	"	"	"	"	95	"
87	"	Common	"	"	"	"	"	105	"
88	"	"	"	"	"	"	"	106	"
9	1 Pdr.	"	"	10 g.	6 g.	"	9/10	54	"
52	"	"	"	"	"	"	"	55	"

BOAT ARMAMENT.

Two 1 Pdr. baguettes Nos 71 and 73 for Boats

SMALL ARMS.

100 Lee Straight Pull 6^{1/2} in Rifle Model 1895
 6 Kottlieb Magazine Rifle cal. 4.5. 2 Winchester Rifle cal. 22
 63 Colts S. & W. Revolver, Model 1895.

Examined and found to be correct.

John C. Stewart
Ship's Navigator.

TABLES of Deviation of the Standard Compass No. 1162 on board the U. S. S *Essex*.

DATE:	June 12, 1896	January, 1897	Barbados ^{15.3} 12 Feb-1897			
PLACE OF OBSERVATION:	Ataca.	Chaparral R. D.				
LATITUDE:	49° 47' S.	1°	13° 10' N			
LONGITUDE:	1° 03' W.		57 26 W			
OBSERVED VARIATION:	15° 37' 08" W.					
SHIP'S HEAD BY COMPASS.	DEVIATION.	DEVIATION.	DEVIATION.	DEVIATION.	DEVIATION.	DEVIATION.
NORTH.	1° 00' E.	Sub. 4° 00' E	2° 00' E			
N. by E.	1° 37'	6° 00'	3° 30'			
N. N. E.	2° 14'	8° 00'	5° 00'			
N. E. by N.	2° 56'	11° 00'	6° 30'			
N. E.	3° 39'	11° 00'	7° 30'			
N. E. by E.	3° 51'	12° 00'	7° 00'			
E. N. E.	4° 04'	11° 00'	6° 30'			
E. by N.	3° 40'	11° 00'	5° 30'			
EAST.	3° 17'	10° 00'	5° 00'			
E. by S.	2° 38'	9° 00'	4° 30'			
E. S. E.	1° 59'	7° 00'	3° 30'			
S. E. by E.	1° 20'	6° 00'	2° 30'			
S. E.	0° 41'	5° 00'	1° 30'			
S. E. by S.	0° 17'	3° 00'	0° 30'			
S. S. E.	0° 07'	1° 00'				
S. by E.	0° 26' W.	2° 00' W.	1° 00' W.			
SOUTH.	0° 43'	3° 00'	1° 30'			
S. by W.	1° 01'	4° 00'	2° 30'			
S. S. W.	1° 20'	5° 00'	3° 30'			
S. W. by S.	1° 23'	7° 00'	3° 00'			
S. W.	1° 26'	Sub. 9° 00'	3° 30'			
S. W. by W.	1° 35'	Sub. 11° 00'	4° 00'			
W. S. W.	1° 45'	12° 00'	4° 30'			
W. by S.	1° 46'	10° 00'	5° 00'			
WEST.	2° 07'	9° 00'	5° 30'			
W. by N.	2° 27'	Sub. 9° 00'	5° 30'			
W. N. W.	2° 09'	Sub. 8° 00'	4° 30'			
N. W. by W.	1° 57'	Sub. 7° 00'	4° 00'			
N. W.	1° 30'	6° 00'	3° 30'			
N. W. by N.	0° 55'	4° 00'	3°			
N. N. W.	0° 03'	Sub. 1° 00'	1° 30'			
N. by W.	1° 00' E	Sub. 2° 00' E				

Examined and found to be correct.

John W. Stewart
Lieut & Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Newport, R. I., to Barbados, W. I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prep. of Clear Sky, in Yths.	States of Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, by Ash. & Fils.	Air, by Fils. & Ash.	Water at Surface.					
A. M.	60	0																	
1	4	1	47.6	S by N. 1/2 N.	N. N. E.		4			30.28	73	67	67	70		o. c. d. p.	cumulus	0	L.
2	3	9	51.5	"	N. N. E.		3			30.27	72	67	67	70		"	"	0	"
3	4	9	56.4	"	"		4			30.25	72	67	67	70		o. c. p.	"	0	"
4	4	2	60.6	"	N. by N.		4			30.22	72	67	67	70		o. c. d.	"	0	"
5	3	6	64.2	"	N. by N.		3			30.21	73	65	64	70		"	"	0	"
6	3	7	64.9	"	N. by E.		3			30.21	72	64	64	70		"	"	0	"
7	5	4	73.3	"	"		4			30.23	72	64	64	70		o. c. n.	"	0	"
8	5	4	78.7	"	"		4			30.23	71	64	64	71		o. c. d.	"	0	"
9	5	8	84.5	"	N. N. E.		5			30.24	71	65	64	71		"	"	0	"
10	6	3	90.8	"	"		5			30.24	71	65	65	71		b. c. d.	"	2	"
11	6	6	97.4	"	"		5			30.24	71	67	66	71		"	"	3	"
Noon.	6	4	3.8	"	"		5			30.24	71	67	66	71		o. c. d.	"	0	"

120.3 Distance by Log.

Position at 8 A. M. { Latitude by D. R.

Longitude by D. R.

Latitude by observation

Longitude by observation

Position at noon:

Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by D. R.

Longitude by D. R.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

27° 15' " N.

51° 08' " W.

26° 51' " N.

0 " "

26° 50' " N.

51° 08' " W.

South

125 miles.

120.3 miles.

26° 09' " N.

51° 08' " W.

400 gallons.

"

600 "

1 tons, 1120 lbs.

94 " 560 "

P. M.																			
1	6	4	10.2	S by N. 1/2 N.	N. N. E.		5			30.20	70	66	66	71		b. c. d.	cumulus	3	L.
2	5	6	15.8	"	"		5			30.19	71	67	66	72		"	"	3	"
3	5	4	21.2	"	"		5			30.19	71	67	66	72		"	"	1	"
4	5	7	26.9	"	N. by E.		4.5			30.19	71	66	65	71		o. c.	"	0	"
5	5	1	32.0	"	N. by N.		4.5			30.20	71	66	65	71		o. c. d.	"	0	"
6	4	5	32.5	"	N. by E.		5			30.20	72	65	65	71		"	"	0	"
7	4	5	35.7	"	"		5			30.20	73	65	65	71		b. c. p.	"	4	"
8	3	8	39.5	"	"		4			30.20	73	65	65	71		"	"	3	"
9	4	1	43.6	"	N. E. by E.		4			30.20	73	66	66	71		"	"	3	"
10	4	7	48.3	"	E. N. E.		3.4			30.21	73	65	65	71		o. c. p.	"	0	M.
11	5	1	53.4	"	"		4.5			30.21	72	65	65	71		b. c. p.	"	4	"
Mid.	5	9	59.3	"	"		5			30.21	72	65	65	71		"	"	3	"

608

4-265

under the command of

Commander E. T. Strong
Monday, February 1st

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast and drizzling with passing showers.
Moderate to gentle breeze from N.W. to N by W. Under sail, courses (topsails, jib and fore topmast staysail).

W. H. Mulan
Lieutenant U. S. N.

From 4 to 8 A.M.

Overcast and cloudy, drizzling rain most of watch. Our course S by W 1/2 N. (p.c.) At 5.45 set topgallant sails and Royals, hauled up main sail, hauled down jib and squared away. At 7.50 sighted a steamer on starboard bow standing to E d, which later changed course so as to head for this vessel. Moderate N.W. swell.

R. D. Fiskale
Ensign U. S. N.

From 8 A.M. to Merid.

Overcast to cloudy, passing showers of drizzling rain. Stiff breeze from N.W.E. Steady barometer. Our course S by W 1/2 N. No change in sail. Load quartered at 9.50 and resumed Drills, first period as follows: Forward Powder Drills, signals: First Drills, instructions in Manual and Drills Quarters: Second Drills, stations at great guns: Third Drills, stations at great guns: After Powder Drills, general instructions. Second period, all Drills, seamanship instruction at 9, started first in boiler D, for distilling.

J. M. Manned
Ensign U. S. N.

From Merid. to 4 P.M.

Fair and cloudy light passing showers of fine mist. Moderate to stiff breeze from N.W.E. to N by E. Barometer steady. Long swell from N.W. Steering a course S by W 1/2 N. under same sail as preceding watch. Exerciased apprentices at knotting and splicing, lead, log and compass, and setting up. Discharged, with honorable discharge, (hauled Schmidt, (B.M. 2 cl.) from this ship and Naval Service, expiration of term of enlistment. At 10 o'clock commenced distilling with fire in boiler D.

J. W. Jordan
Lieutenant U. S. N.

From 4 to 8 P.M.

Overcast to cloudy with passing showers, light squall first hour. Moderate to stiff breeze from North and N. by E. Barometer rose slightly first hour, then steady. Steering course S by W 1/2 N. under fore topmast staysail and all square sail except main sail. At 4.40 took in bands furled topgallant sails and royals, furl main sail and jib. At 5.10 called all hands and double reefed the topsails and foresail, shot at the reefs and made sail to topsails. Distilling.

R. B. Luby
Lieutenant U. S. N.

From 8 P.M. to Mid.

Cloudy, passing showers all the watch. Gentle to stiff breeze from N. by E. to E N.E. Barometer steady. Distilling, steam in new boiler. Sail, for topmast staysail, foresail and topsails.

W. H. Mulan
Lieutenant U. S. N.

Examined and found to be correct.

J. W. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship *Essex* Third Rate,
 Making passage from Newport, R. I. to Barbados, W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 4 ft.	At 10 ft.	At 20 ft.	Water at Surface.				
A. M.	60	8															
1	5	7	65.0	<i>S. by N. 1/2 N.</i>	<i>E. N. E.</i>	5			30.19	72	65	65	70	<i>o. c. sp.</i>	<i>cumulus</i>	0	<i>M.</i>
2	6	7	71.7	"	"	5.6			30.19	72	65	64	71	<i>o. c. sp.</i>	"	0	"
3	7	4	79.1	"	"	5.7			30.18	72	66	66	72	<i>b. c. sp.</i>	"	3	"
4	7	4	86.5	"	"	5.7			30.20	71	67	65	73	"	"	3	"
5	7	3	93.8	"	"	5.7			30.20	72	67	65	73	<i>b. c. sp.</i>	"	5	"
6	7	1	100.9	"	"	5.6			30.20	72	67	65	73	"	<i>strat.</i>	5	"
7	7	2	8.1	"	"	5.6			30.22	73	68	66	73	"	"	3	"
8	7	1	15.2	"	"	5.6			30.24	73	69	66	73	"	"	3	"
9	6	6	21.8	"	"	5.6			30.24	73	69	66	73	"	"	3	"
10	6	6	28.4	"	"	6			30.27	73	69	66	73	"	"	4	"
11	6	6	35.0	"	"	6			30.27	74	71	68	74	<i>b. c.</i>	<i>cum.</i>	4	"
Noon.	6	4	41.4	"	"	6			30.23	74	71	68	74	"	"	5	"

142. 9. Dutman's Log.

Position at 8 A. M. { Latitude by *D. R. from Noon*
 Longitude by *Observation*

Position at noon: { Latitude by observation
 Longitude by observation
 Latitude by D. R.
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by *D. R. from Noon*
 Longitude by *Chronometer from P. M. Observation*

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

24° 55' " *N.*
 51° 07' " *N.*
 24° 26' " *N.*
 51° 07' " *N.*
 24° 28' " *N.*
 51° 08' " *N.*

Length

145. miles.

142.9 miles.

0 " "

0 " "

500 gallons.

1500 "

1600 "

1 tons, 1120 lbs.

94 " 560 "

P. M.																	
1	6	6	48.0	<i>S. by N. 1/2 N.</i>	<i>E. N. E.</i>	6			30.20	73	71	68	74	<i>b. c.</i>	<i>cum.</i>	4	<i>L.</i>
2	6	6	54.6	"	"	6			30.20	73	71	68	74	"	"	5	"
3	6	0	60.6	"	"	5.6			30.20	73	72	68	74	"	"	4	"
4	6	1	66.7	"	"	5.6			30.20	74	72	69	74	"	"	4	"
5	6	0	72.7	"	"	5.6			30.21	74	71	68	73	"	"	4	"
6	5	0	77.7	"	"	5.6			30.22	74	71	67	73	"	<i>ex. cum.</i>	3	"
7	5	7	83.4	"	"	5			30.24	74	70	68	73	"	"	6	"
8	5	9	89.3	"	"	5			30.26	74	70	68	73	"	"	6	"
9	5	9	95.2	<i>S. by N. 1/4 N.</i>	<i>East</i>	5			30.26	74	70	68	73	"	"	5	"
10	6	0	1.2	"	"	5.6			30.24	74	70	68	73	"	"	5	"
11	6	1	7.3	"	"	5.6			30.24	74	70	68	73	"	"	3	"
Mid.	6	1	13.4	"	"	4.6			30.20	74	70	68	73	<i>b. c. sp.</i>	"	3	"

720

4-205

under the command of

Commander E. J. Strong.
Tuesday February 2nd

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast to cloudy. Stiff to very fresh breeze from E. N.E. in moderate squalls with light rain first half of watch. Our course S by N. $\frac{1}{2}$ N. (4th) under topsails, foresail and for topmast staysail. Mues under lower S, distilling. Moderate N.E. by sea and swell.

R. D. Fishale

Ensign U. S. N.

From 4 to 8 A.M.

Cloudy and pleasant. Stiff to fresh breeze from E. N.E. Rising barometer. Our course S by N. $\frac{1}{2}$ N. No change in sail. Executed morning orders. Distilling.

L. M. James

Ensign U. S. N.

From 8 A.M. to Noon.

Clear and pleasant. Fresh breeze from E. N.E. Barometer rising then falling. Moderate swell from N.E. Steering a course S by N. $\frac{1}{2}$ N. under same sail as preceding watch. At 9.30 mustered at quarters. Exercised Apprentices. Powder Divisions, setting up, and angle sticks: 1st Division, setting up: 2nd Division, setting up, and gunnery instruction: 3rd Division, setting up, gunnery instruction and signals. 2nd Deck, all Christmas seamanship instruction. Re-collected for three years general service from this date, Charles Schmitt, (B. M. 2^d). Distilling.

J. R. Jordan

Lieutenant U. S. N.

From Noon to 4 P.M.

Cloudy to fair, pleasant. Fresh to stiff breeze from E. N.E. Barometer fell first hour then steady. Long swell from N.E. Steering course S by N. $\frac{1}{2}$ N. under for topmast staysail, foresail and topsails. Instructed Apprentices of watch in signals and seamanship from 1.30 to 3.00. At 3.30 exercised apprentices of both watches in setting up.

A. J. Aubrey

Lieutenant U. S. N.

From 4 to 8 P.M.

Fair and pleasant. Stiff to fresh E. N.E. breeze. At 5, commenced reefing topsails: took two single reefs in the topsails and foresail then shook up both reefs, flew foresail and one reef from topsails. At 5.30 set jib, main topmast staysail, main topsail and spanker. At 8, changed course to S by N. $\frac{1}{4}$ N. patent log 89 $\frac{1}{2}$.

M. O. Aubrey

Lieutenant U. S. N.

From 8 P.M. to Mid

Cloudy. Moderate to fresh breeze from E. N.E. and East. Light rain and winds squall last hour. Our course S by N. $\frac{1}{4}$ N. (4th) Distilling. Barometer falling.

R. D. Fishale

Ensign U. S. N.

Examined and found to be correct.

John H. Stuart
Lieutenant U. S. N.

Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from Newport, R. I. to Barbados, N. S.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass	WIND.			Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at 0.	Air.	Wet Bulb.	Air.	Wet Bulb.				
A. M.	72	0																
1	6	7	20.1	<i>S by N 1/4 E.</i>	<i>East</i>	5-6			30.24	74	72	71	74		<i>b. c. g.</i>	<i>cum. mist.</i>	3	<i>M.</i>
2	6	6	26.7	"	"	5-6			30.21	74	72	71	74		"	"	4	"
3	6	1	32.8	"	<i>E. by S.</i>	5-6			30.20	74	72	71	74		"	"	4	"
4	5	9	38.7	"	"	5-6			30.19	74	72	71	74		<i>b. c. g. d.</i>	"	4	"
5	5	9	44.6	"	"	5-6			30.21	74	71	71	74		<i>b. c. g.</i>	"	3	"
6	5	8	50.4	"	<i>E. S. E.</i>	5-6		1/2	30.21	74	72	71	74		"	"	3	"
7	5	7	56.1	"	<i>E. S. E.</i>	5-7		1/2	30.22	74	72	71	74		<i>b. c. g.</i>	"	2	"
8	5	5	61.6		"	5-7		1/2	30.21	75	75	74	75		"	<i>atlat.</i>	5	"
9	5	0	66.9	<i>South</i>	<i>E. by S.</i>	5-7		1	30.24	74	74	72	75		<i>b. c. g. p.</i>	"	4	"
10	4	2	71.9	"	"	5-7			30.25	74	74	74	75		"	"	1	"
11	3	8	74.9	"	"	5-7		1	30.25	75	76	75	75		<i>b. c. g.</i>	"	5	"
Noon.	3	6	78.5	<i>S 1/2 E.</i>	"	5-7		1	30.26	74	76	75	75		"	"	6	"

137.1 Distance by Log.

Position at 8 A. M. { Latitude by *D. R. from Noon*
Longitude by *Observation*

22° 25' "N.

51° 25' "W.

Position at noon: { Latitude by observation
Longitude by observation

22° 13' "N.

51° 25' "W.

Latitude by D. R.

22° 08' "N.

Longitude by D. R.

51° 11' "W.

Course made good since preceding noon:

S 1/2 E.

Distance made good since preceding noon:

135 miles.

Distance by Log since preceding noon:

137.1 miles.

Current per hour: 0.6 miles, set *N. N. E.* true.Position at 8 P. M. { Latitude by *D. R. from Noon*
Longitude by *Chronometer from P. M. Observation*

21° 29' "N.

51° 27' "W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water *distilled* during the preceding 24 hours,

1300 "

Water remaining on hand fit for use at noon,

2400 "

Coal consumed during the preceding 24 hours,

2 tons, 160 lbs.

Coal remaining on hand at noon,

90 " 1040 "

P. M.																		
1	3	5	82.0	S 1/4 E.	E. by S.	5-6	2	30.25	73	76	75	75	b. c.	cum. mist.	6	P.		
2	4	0	86.0	"	"	5-6	2	30.21	75	76	75	75	"	"	6	"		
3	4	5	90.5	S 1/2 E.	"	6	2	30.20	75	76	75	75	"	"	6	"		
4	4	0	94.5	"	"	6	2	30.20	75	76	75	75	b. c. g.	"	5	"		
5	3	3	97.8	S 3/4 E.	E. S. E.	4-6	3	30.22	75	75	75	75	b. c. g. p.	cum. mist.	0	"		
6	1	5	Thunder	N. E. by E.	S. E.	2-4	3	30.23	75	73	72	75	"	"	0	"		
7	0	5	"	"	S. S. E.	2-3	3	30.24	75	72	72	75	b. c. d.	"	3	S.		
8	Pho	steerage way	"	"	"	1-2		30.26	75	72	72	75	b. c.	"	4	"		
9	0	8	"	N. E. by N.	"	1		30.26	77	72	72	75	b. c. m.	"	4	"		
10	0	9	"	E. N. E.	"	1		30.26	77	73	73	75	"	"	8	"		
11	0	7	"	E. by N.	South	1-2		30.25	76	73	73	75	"	"	6	"		
Mid.	0	7	"	East	"	1		30.25	76	73	73	75	"	"	6	"		

24 4

under the command of

Commander E. T. Strong
Wednesday, February 3rd

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy and pleasant. Stiff to fresh breeze in squalls from East to E. by S. Falling barometer. On course S. by W. 1/4 W. Under single reefed topsails, fore sail, fore and main topsail staysails, jib, main trysail and spanker. Light drizzle near end of watch.

L. M. Name
Ensign U. S. N.

From 4 to 8 A.M.

Fair with passing rain squalls first part of watch. Stiff to very fresh breeze from E. S. E. Barometer steady. Steering a course S. by W. 1/4 W. Under single sail as preceding watch. At 6.30 shook out reef in topsails took in main trysail. At 7.00 let main trysail and took it in again at 7.15. Executed morning order.

Distilling.

J. R. Jordan
Lieutenant U. S. N.

From 8 A.M. to Merid.

Cloudy to fair, squally with passing showers first half. Stiff to fresh breeze from E. S. E. and E. by S. Barometer rising slowly. Moderate sea from E. Steering course S. by W. 1/4 W. until 8.50, when changed to South. by the wind on port tack last hour, on course at end. Under jib, fore topsail staysail, fore sail, topsails, main topsail staysail, and spanker at first, at 8.40 clewed down fore topsail to pass port head earing; at 8.50 let it again, took in main topsail staysail and set main trysail. At 9.15 took in and shifted spanker, took in and stowed jib. At 9.30 mustered and inspected at quarters.

J. B. Laffey
Lieutenant U. S. N.

From Merid. to 4 P.M.

Fair. Stiff to fresh E. by S. breeze. Squally. Pull and by Distilling, steam in one boiler. Let up port main topsail stay. Shook out clothing and small store, monthly issue. Barometer falling.

W. A. Holmes
Lieutenant U. S. N.

From 4 to 8 P.M.

Overcast to fair. Moderate to fresh breeze in squalls, with rain from E. S. E. during first hour until about 4.50, when shifted quickly to S. W. in gentle breeze, afterwards to S. E. and S. S. E. in light air and breeze. By the wind port tack, clewed down topsails and taking in reef there at about 4.30 and at 4.50. Triced about on starboard tack, on shift of wind to S. E. and S. S. E. No steerageway last hour. Barometer slowly rising. Hauled in patent log at 5, reading 97.8.

R. D. Fiedale
Ensign U. S. N.

From 8 P.M. to Mid.

Cloudy and pleasant. Light air to light breeze from S. S. E. to South. Little to no steerageway. Clew hauled on starboard tack. No change in sail. Distilling.

L. M. Name
Ensign U. S. N.

Examined and found to be correct.

John C. Thompson
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex *Third* Rate,
Making passage from Newport, R. I. to Barbados, W. I.

Hours.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prep. of Clear Sky, in tenths.	State of the Sea.	
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.					Water at Surface.
A. M.	24	4															
1	1	6	Healed in	SE.	N. by E.	1-5			30.25	76	73	75	bc.	cumuli	4	8	
2	1	5	"	"	SE.	2			30.25	76	73	75	"	"	7	"	
3	2	0	"	SE.	N. by E.	2			30.23	77	73	75	"	"	7	"	
4	2	0	"	"	N. by E.	2			30.23	77	73	75	"	"	7	"	
5	1	0	"	SE by E	SE.	1-2			30.22	76	74	75	"	cir. cum.	8	"	
6	1	5	"	"	"	2			30.22	76	74	75	"	strat.	7	"	
7	1	5	97.8	"	"	2			30.23	76	75	74	75	"	"	7	"
8	3	5	100.8	E SE 1/2 E.	South	3			30.28	76	75	74	75	"	"	8	"
9	4	1	4.9	E 1/2 S.	"	3			30.31	76	79	74	75	"	cum.	5	"
10	5	3	10.2	"	"	4			30.31	76	79	74	75	"	"	5	"
11	6	0	16.2	E 1/4 S.	"	4			30.31	77	79	74	75	"	cumuli	5	"
Noon.	5	8	22.0	E by S.	"	4			30.31	77	79	74	75	"	"	6	"

60 2. Sustain by log.

Position at 8 A. M.	Latitude by D. R.	21° 53'	" N.
	Longitude by Observations	51° 20'	" W.
Position at noon:	Latitude by observation	22° 04'	" N.
	Longitude by observation	50° 57'	" W.
	Latitude by D. R.	21° 53'	" N.
	Longitude by D. R.	50° 51'	" W.
Course made good since preceding noon:		E. by S.	
Distance made good since preceding noon:		27	miles.
Distance by Log since preceding noon:		60.2	miles.

Current per hour: 0.5 miles, set N. N. W. true. 0

Position at 8 P. M.	Latitude by D. R.	21° 56'	" N.
	Longitude by Chronometer from P. M. Observations	50° 18'	" W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 500 gallons.

Water distilled during the preceding 24 hours, 800 "

Water remaining on hand fit for use at noon, 2700 "

Coal consumed during the preceding 24 hours, 1 tons, 640 lbs.

Coal remaining on hand at noon, 89 " 400 "

P. M.																	
1	6	3	28.3	ENE 1/2 E.	SE 1/2 E.	4	1 1/2	30.28	76	78	73	75	b.c.	cir. cum.	8	8	8
2	6	4	34.7	ENE.	"	4	1 1/2	30.26	78	79	74	75	"	"	8	"	"
3	6	0	40.7	"	"	4	1 1/2	30.25	78	79	74	76	"	"	8	"	"
4	3	2	42.0	"	"	4	1 1/2	30.25	78	78	74	76	"	"	7	"	"
5	4	0	42.0	SE by E.	"	4	1 1/2	30.25	78	78	74	76	"	"	6	"	"
6	3	0	43.2	SE 1/2 E.	SE 1/2 E.	3	2	30.26	78	78	74	76	"	"	6	"	"
7	2	7	43.8	"	"	3	2	30.30	78	75	74	75	"	"	6	"	"
8	1	8	Healed in	SE.	SE.	3	2	30.30	78	75	74	75	"	"	7	"	"
9	1	0	"	SE.	N. SE.	1-2	2	30.33	78	75	73	75	"	"	7	"	"
10	1	2	"	"	"	1-2	2	30.32	79	75	73	75	"	"	7	"	"
11	1	0	"	"	"	1-2	2	30.31	78	75	73	75	"	"	6	"	"
Mid.	1	5	"	SE by S.	SE.	2-3	2	30.30	78	74	73	75	"	strat	5	"	"

under the command of

Commander E. T. Strong
Thursday February 14th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair and pleasant. Light air to light breeze, with stiff squalls first hour of watch from N by E to E by S. Barometer falling slowly. Steering by the wind on starboard tack under single reefed topsails, foreail, foretopmast staysail, main topsail and spanker. At 1.30 were taken aback, bore round on same tack. At 12.10 stopped distilling, backed fore.

J. N. Jordan,
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and pleasant. Light air to gentle breeze from E by N and South. Barometer rising. Smooth sea. By the wind on starboard tack. Course to be made South. Under foretopmast staysail, foreail, single reefed topsails, main topsail and spanker until 6.50, when struck reef out of topmasts and made all sail, except mainsail. Carried out morning orders.

J. B. Luby,
Lieutenant U.S.N.

From 8 A.M. to Noon.

Generally clear, warm and pleasant. Gentle to moderate breeze from the South. Dull and by, under all sail, except mainsail. At 9.30 mustered at quarters and earned Divisions as follows: Powder, at stations: 1st, at casting loose and priming; 2^d, stations for armed boats and setting up; 3^d, gun instructions and signals. At 10.45 inspected and aired bedding. James Peterson, Ch. M. at A, reported expiration of enlistment and was honorably discharged. Distilling.

W. H. Luby,
Lieutenant U.S.N.

From Noon to 4 P.M.

Clear and pleasant. Moderate breeze from E by N. By the wind, starboard tack, under all sail except mainsail, gaff topsail and mizzen topmast staysail. At 1.40 earned at Arm and Away boats. During 2^d period and until end of watch earned the watch at taking in, furling, lowering and setting topgallant sails and royals.

R. A. Fishdale,
Ensign U.S.N.

From 4 to 8 P.M.

Clear and pleasant. Moderate to gentle breeze from E by N to E. Rising barometer. By the wind on starboard tack: at beginning of watch, earned at furling and setting topgallant sails. Earned all hands at 4.10 at reefing topsails and foreail and furling light sails. At end of evening under single reefed topsails, foreail, jib, foretopmast staysail, main topsail and spanker. At 7.50 hauled down jib.

J. M. Rance,
Ensign U.S.N.

From 8 P.M. to Midnight.

Clear and pleasant. Light air to gentle breeze from E by N to E. Barometer falling slowly. Steering by the wind on starboard tack under same sail as preceding watch.

J. N. Jordan,
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex. *Third* Rate,
Making passage from Newport R.I. to Barbados, W.I.

Hour.	Knots.	Tenths.	Reading of Parent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Logway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Height of Clouds in fathoms.	State of the Sea.	
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.					Water at Surface.
A. M.	38	1															
1	1	0	Hauled in	SE.	SE by N.	1-0			30.28	78	74	73	75	b.c.	cir. cum.	8	5
2	1	0	"	SE by S.	"	1-0			30.26	78	74	73	75	b.	none	10	"
3	1	5	"	SE 1/2 E.	"	1-2			30.25	77	74	73	75	b.c.	cum.	9	"
4	1	5	"	SE 1/2 E.	N. by N.	1-2			30.25	77	74	73	75	b.c. b.	"	9	"
5	1	0	"	SE by E.	"	1			30.25	77	75	73	75	b.c.	"	9	"
6	1	0	"	"	"	1			30.26	77	75	74	75	"	"	6	"
7	2	5	43.7	SE 1/2 E.	SE by N.	1-2			30.27	77	76	74	75	"	"	6	"
8	3	0	45.9	SE 1/4 E.	N. by S.	3			30.26	77	76	74	75	"	"	7	"
9	3	1	49.0	SE by N.	N. by N.	3			30.26	77	76	74	75	"	"	7	"
10	3	7	52.7	SE 1/2 N.	N. by S.	3-4			30.28	77	76	74	75	"	"	7	"
11	3	5	56.2	"	"	3-4			30.28	77	76	74	75	"	"	7	"
Noon.	3	6	59.8	"	"	3-4			30.26	77	76	74	76	"	"	7	"

64.5 Distance by Log.

Position at 8 A. M. { Latitude by D.R.
 { Longitude by Observation

Position at noon: { Latitude by observation
 { Longitude by observation
 { Latitude by D. R.
 { Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by D. R. from Noon
 { Longitude by Chronometer from P.M. Observation

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																	
1	4	6	64.4	SE 1/2 N.	N. by S.	4			1/2 30.22	77	78	75	75	b.c.	cum.	5	5
2	4	6	69.0	"	"	4			1/2 30.21	77	79	75	75	"	"	5	"
3	4	7	73.7	South	"	4			1/2 30.20	77	79	75	75	"	"	5	"
4	4	8	78.5	"	"	4			1/2 30.20	78	79	75	75	"	"	5	"
5	4	7	83.2	SE 1/4 N.	"	4			1/2 30.20	78	79	75	75	"	"	6	"
6	3	4	86.6	SE by N.	N. by N.	3			1 30.19	78	78	74	75	"	cir. cum.	6	"
7	4	5	91.1	SE by N.	N. by N.	4			1 30.19	79	76	74	75	"	"	6	"
8	4	9	96.0	"	"	4			1 30.21	79	76	73	75	"	"	6	"
9	4	8	100.8	SE 1/2 N.	"	4			1 1/2 30.22	79	76	73	75	b.c.p.	"	5	"
10	4	2	5.0	"	"	4			1 1/2 30.22	79	76	73	75	b.c.	cir. cum.	4	"
11	5	0	10.0	SE by S.	"	4-5			1 1/2 30.22	79	76	73	75	"	"	5	"
Mid.	4	8	14.8	"	"	4-5			1 1/2 30.20	79	76	73	75	b.c.p.	"	4	"

under the command of

Commander E. T. Strong
Friday February 5th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant, bright starlight, lightening to N. and N.W. last hour. Light air to light breeze from S. and N.W. Barometer falling slowly. Smooth sea. By the wind on starboard tack, course to be made S. by W. Under fore topmast staysail, foresail, single reefed topsails, main topsail, spanker and main topmast staysail.

J. B. Aubrey,
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Light air to gentle breeze from N. E. N. to N. by S. At 6, took in main topsail. At 6.15 shook reefs out of topsails and made sail to royals. Executed morning order.

W. H. Hulse,
Lieutenant U. S. N.

From 8 A.M. to Noon

Clear and pleasant. Gentle and moderate breeze from N. by S. By the wind on starboard tack. No change in sail. At 9.30 had quarters for inspection, and then exercised crew at General Quarters during first period. A Division of apprentices was instructed in signals.

A. D. Trishale,
Ensign U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Moderate breeze from N. by S. Barometer falling slowly. By the wind on starboard tack, under sail as in previous watch. Exercised watch on deck at 1.20, at furling and loosing mizzen topsail, signals and running gear. Had sitting up exercise both watches of Apprentices. At 3.30. Smooth sea. Re-enlisted this date James Petruska Ch. N. at A. for three years general service.

L. M. Nance,
Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Gentle to moderate breeze from N. by S. to N. E. N. Barometer falling then rising. Steering by the wind on starboard tack, under all sail to royals except main topsail. At 5.30 took in and furl'd royals. Exercised apprentices in reefing fore topsail and courses, loosing and furling topgallant sails.

J. N. Jordan,
Lieutenant U. S. N.

From 8 P.M. to Mid

Cloudy to fair. Light passing, shower first hour, & last hour. Moderate to stiff breeze from N. E. N. By the wind on starboard tack under all sail to topgallant sails, except main topsail. Course to be made S. N. by W.

J. B. Aubrey,
Lieutenant U. S. N.

Examined and found to be correct.

Joseph Stewart
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex Third Rate,
Making passage from Newport, R. I. to Barbados, W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prep. of Glass, by symbols.	State of the Sea.	
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 4.	Air, Dry Bulb.	Air, Wet Bulb.					Water at Surface.
A. M.	51	0		S by N 1/2 N.	N. by N.	4		1	30.17	79	75	73	75	b. w.	none	10	S
1	4	9	19.7	S by N.	N. by N.	3		1	30.16	79	75	73	75	b. w.	moderate	7	"
2	5	3	25.0	S by N.	N. by N.	4		1	30.15	79	75	73	75	"	"	6	"
3	4	9	29.9	S by N.	"	5		1	30.14	79	75	73	75	"	"	6	"
4	5	6	35.5	S by N.	N. by N.	5		1	30.13	78	75	73	76	b. c.	"	6	"
5	6	3	41.8	S by N.	N. by N.	5		1 1/2	30.15	78	75	73	76	"	"	5	"
6	5	2	47.0	S by N.	N. by N.	5-6		1 1/2	30.15	78	76	73	76	"	"	5	N.
7	6	1	53.1	"	"	5-6		1 1/2	30.16	78	76	73	76	"	"	3	"
8	6	8	59.9	"	"	5-6		1	30.18	78	76	73	76	"	"	3	"
9	6	2	66.1	"	"	5-6		1	30.19	78	76	73	76	"	"	6	"
10	7	0	73.1	"	"	5-6		1	30.19	77	76	73	76	"	"	7	"
11	6	6	79.7	"	"	5		1	30.16	77	77	73	77	"	"	8	"
Noon.	6	2	85.9														

122. 1 Distance by Log.

Position at 8 A. M. { Latitude by D. R.
Longitude by ObservationPosition at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by D. R.
Longitude by Chronometer from P. M. Observations

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Heel.	Lowsy.	Height in inches.	Ther. attd.	Air, by Bulb.	Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prep. of Glass, by symbols.	State of the Sea.
1	6	1	92.0	S by N.	N. by N.	5	1	30.14	77	77	73	77	b. c.	cum. str.	7	L.	
2	5	8	97.8	"	"	5	1	30.12	77	77	76	77	"	"	7	"	
3	5	7	3.5	"	"	5	1	30.12	77	77	76	77	"	"	8	"	
4	6	5	10.0	"	"	5	1	30.12	77	77	76	77	"	"	8	"	
5	6	9	16.9	"	N. by N.	5	1/2	30.13	77	76	74	77	"	"	6	N.	
6	3	9	20.0	N. by N.	"	5	1/2	30.14	77	75	73	77	b. c. w.	"	6	"	
7	6	4	30.3	"	"	5	1/2	30.15	77	75	73	77	"	"	5	"	
8	6	1	36.4	"	"	5	1/2	30.16	77	75	73	77	"	"	4	"	
9	6	5	42.9	"	"	5	1/2	30.16	78	74	71	77	"	"	8	"	
10	5	3	48.2	"	"	4-5	1/2	30.16	78	74	71	77	b. c. p.	cum. str.	7	"	
11	4	9	53.1	"	N. by N.	4	1/2	30.15	78	74	71	77	b. c. m.	"	7	"	
Mid.	6	0	59.1	"	N. by N.	4	1/2	30.15	78	74	71	77	"	"	7	"	

73. 2

4-200

under the command of

Commander E. T. Strong
Saturday, February 11

, U. S. Navy,
1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Gentle to stiff breeze from N by N.
to N by N. Full and by, gradually coming up to corner S by N. All corners at 4.
Under sail alone. Fore and main topmast staysails, plain sail to topgallant sails.
Barometer falling steadily.

W. H. Anquet
Lieutenant U. S. N.

From 4 to 8 A.M.

Fair and pleasant. Stiff and fresh breeze from N by N and N by N.
looking equally to windward at end of watch. On corner S by N, except during 2nd hour
when knocked off slightly. No change in sail. Long swell from N by N. Barometer rising
slowly.

R. F. Sale
Lieutenant U. S. N.

From 8 A.M. to Noon.

Cloudy to clear and pleasant. Stiff to fresh breeze in squalls from
N by N. to N by N. Barometer unsteady. No change in sail.

L. M. James
Ensign U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Stiff breeze from N by N. Barometer falling, then
steady. Long swell from N by N. Heaving a corner S by N, under same sail as preceding
watch.

J. J. Johnson
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair to clear and pleasant, bright moonlight and starlight last half.
heavy dew. Stiff breeze from N by N. Barometer rising slowly. Moderate sea. Heaving
corner S by N until 5.25 when changed to N by N. No change in sail.

E. A. Gandy
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Light passing clouds second hour. Moderate to fresh
breeze from N by N. to N by N. Under same sail as preceding watch.

W. H. Anquet
Lieutenant U. S. N.

Examined and found to be correct.

John H. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex. *Third Rate,*
Making passage from Newport R. I. to Barbados N. I.

Hour	Knots.	Tenks.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fathoms.	States of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry.	Air, Wet.	Water at Surface.			
A. M.	7 3	2														
1	6	1	68.5	N. N. E.	N. N. E.	4-5			1/4 30.15	78	74	71	77	b.c.	cum. strat.	7
2	6	0	71.5	"	"	4-5			1/4 30.15	78	74	72	77	"	cum. strat.	6
3	6	5	78.0	"	"	5			1/4 30.15	78	74	72	77	"	"	5
4	6	2	84.2	"	"	5			1/4 30.14	78	74	72	77	"	"	7
5	5	9	90.1	"	"	5			1/4 30.14	77	74	71	77	"	"	7
6	5	2	95.3	"	N. by E.	4			1/4 30.16	77	74	70	77	"	cum. strat.	7
7	4	4	99.7	"	"	4			1/4 30.17	78	75	70	77	"	"	6
8	4	5	4.2	"	N. N. E.	3-4			1/4 30.20	76	74	71	77	"	"	5
9	5	9	10.1	"	"	4			1 30.22	76	75	71	77	"	"	3
10	5	7	15.8	"	"	4			1 30.23	76	75	71	77	"	circ. strat.	7
11	5	3	21.1	"	"	3-4			1 30.23	76	75	71	77	"	"	6
Noon.	4	5	25.6	"	N. by E.	3			1 30.20	76	75	70	77	"	"	7

139 7 Suction Light

Position at 8 A. M. { Latitude by D. R.
 Longitude by Observation 0

Position at noon: { Latitude by observation
 Longitude by observation
 Latitude by D. R.
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by D. R.
 Longitude by Chronometer from P. M. Observations 0

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

18° 03' " N.
 52° 03' " E.
 17° 48' " N.
 52° 19' " E.
 17° 47' " N.
 52° 17' " E.
 139 1/2 S.

145 miles.

139 7 miles.

17° 16' " N.
 52° 56' " E.

450 gallons.

"

1650

tons, 800 lbs.

88 " 1040 "

P. M.																
1	4	2	29.8	N. N. E.	N. N. E.	3-4			30.18	76	74	70	77	b.c.	circ. cum.	6
2	5	8	35.6	"	"	4			30.16	76	74	70	77	"	circ.	8
3	6	5	42.1	"	N. by E.	4			30.17	76	74	71	77	"	"	8
4	6	7	48.8	"	"	4			30.18	76	74	71	77	"	circ. strat.	8
5	5	7	54.5	"	N. N. E.	4			1/4 30.19	76	74	71	77	"	circ. cum.	7
6	5	7	60.2	"	N. by E.	4			1/4 30.20	77	74	71	77	"	cum. strat.	5
7	5	0	65.2	"	"	3-4			1/4 30.20	77	74	72	77	"	"	5
8	3	0	69.3	N. by E.	"	3			1/4 30.21	77	74	72	77	"	cum.	7
9	4	6	73.9	"	"	3			1/2 30.24	77	74	72	77	"	cum. strat.	5
10	3	8	77.7	"	N. N. E.	2-3			1/2 30.24	77	74	72	77	"	"	4
11	3	6	81.3	"	"	2-4			1/2 30.24	77	74	72	77	"	"	3
Mid.	2	7	84.0	"	North.	2-3			1/2 30.23	77	74	72	77	"	"	3

under the command of

Commander E. T. Strong
Sunday February 7th

, U. S. Navy,

, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair and pleasant. Clouds from N. N. W. passing overhead. On course N. N. W. (pc) under plain sail to topgallant sails and main topmast staysail. Moderate and stiff breeze from N. N. W. Barometer steady. Long swell from N. W.

R. D. Fishale
Ensign U. S. N.

From 4 to 8 A.M.

Fair and pleasant. Stiff to moderate breeze from N. N. W. and N. W. by N. Raising barometer. On course N. N. W. under sail as in preceding watch until 7.50 when set royals and flying jib. Executed morning orders.

L. M. Ramey
Ensign U. S. N.

From 8 A.M. to Mid.

Clear and pleasant. Gentle to moderate breeze from N. N. W. to N. by W. Barometer rising then falling. Steering a course N. N. W. under same sail as preceding watch. At 9.30 mustered at quarters. Read the Articles for better government of the Navy and held General Muster. Commanding Officer held Divine Service.

J. W. Jordan
Lieutenant U. S. N.

From Mid. to 4 P.M.

Clear and pleasant. Gentle to moderate breeze from N. N. W. and N. by W. Barometer falling at first then rising. Long swell from N. W. Steering course N. N. W. under all sail except main topsail.

J. B. Aubrey
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair to clear. Gentle to moderate N. N. W. to N. by W. breeze. At 6.00 took in royals and flying jib. At 7.09 changed course to N. by E. patent log 66.

W. H. Wilson
Lieutenant U. S. N.

From 8 P.M. to Mid.

Cloudy. Light and gentle breezes unsteady between N. N. W. and North. On course N. by E. (pc) No change in sail. Long swell from N. W. Moonlight first part of watch.

R. D. Fishale
Ensign U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N.

Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
 Making passage from Newport, R. I. to Barbados, W. I.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.						TEMPERATURE.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prep. of Clear Sky, in fohas.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Sea Surface.	Water at Surface.					
A. M.	58	3																	
1	3	5	87.2	N. by E.	N. by W.	3	1/2		30.21	77	74	71	77		b.c.	cum. m.	3		
2	3	7	90.9		North	3			30.20	76	74	71	77		"	"	2	"	
3	3	5	94.4	"	"	3			30.19	76	74	72	77		"	"	2	"	
4	4	1	98.5	"	"	3-4			30.18	76	74	72	77		"	"	2	"	
5	3	6	2.1	"	"	3			30.19	77	74	73	77		"	"	2	"	
6	3	5	5.6	"	"	3			30.20	76	74	73	77		"	"	1	"	
7	3	2	8.8	"	N. by E.	2-3			30.22	77	74	73	77		o.c.	strat.	0	"	
8	2	0	10.8	"	E. N. E.	1-3			30.27	76	74	73	77		"	"	0	"	
9	1	8	12.5	"	N. E.	1-2			30.27	76	74	73	78		"	"	0	"	
10	3	0	14.2	"	"	2-3			30.28	76	74	75	78		"	"	0	"	
11	3	4	"	"	"	3			30.28	77	76	75	78		"	"	0	"	
Noon.	3	2	"	"	"	3			30.27	77	76	75	78		"	"	0	"	

9 6 8 Distance by Log

Position at 8 A. M. { Latitude by D. R. 16° 56' "N.
 Longitude by D. R. 53° 36' "W.

Latitude by observation
 Longitude by observation
 Position at noon: { Latitude by D. R. 16° 51' "N.
 Longitude by D. R. 53° 47' "W.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by D. R. 16° 42' "N.
 Longitude by Chronometer from P. M. Observation 54° 02' "W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.	1	2	3	4	5	6	7	8	9	10	11	Mid.
1	8	12.5										
1	2	13.7										
2	2	3	16.0									
3	2	0	17.0									
4	2	0	18.2									
5	1	5	"									
6	2	0	"									
7	1	2	"									
8	1	0	"									
9	1	2	"									
10	1	5	"									
11	2	0	"									
Mid.	2	4	"									

22.1

under the command of

Commander E. T. Strong
Monday, February 8th

, U. S. Navy,
, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy and pleasant. Gentle breeze from N by N to North. Barometer falling slowly. On course N. by E. under plain sail to topgallant sails and main topmast staysail.

S. M. Name
Ensign U. S. N.

From 4 to 8 A.M.

Cloudy and pleasant. Light air to gentle breeze from North to E. N. E. Barometer rising. Steaming a course N. by E. under same sail at preceding watch. At 8:00 hoisted up spritsail, jib, mizzen and hauled down main topmast staysail. Painted port after hammock cloth, and executed morning orders.

J. N. Jordan
Lieutenant U. S. N.

From 8 A.M. to Noon

Overcast, but pleasant. Light air to gentle breeze from NE. Barometer steady. Long swell from North. Steaming course N. by E. Under all square sail, jib and for topmast staysail. At 8:50, hauled up mainsail and hauled down jib. At 9:30 mustered and inspected, at quarters drilled divisions as follows: 1st, great guns; 2nd, great guns; 3rd, gunnery instruction and Powder; gunnery instruction. Purmaships instruction for all apprentices, 2nd period.

Condy
Lieutenant U. S. N.

From Noon to 4 P.M.

Cloudy. Light breeze from NE. to NE. by E. At 1:36 changed course to N. S. W. 1/4 W. Sold at auction the effects of Jacob Kubur Ltd, value received \$170. Examined watch on deck at hoisting and splicing 1st period. Main topmen at compass and for topmen at heaving lead, 2nd period. By order of Commanding Officer, J. Hoppenhofer A. 3d, has placed in solitary confinement, on bread and water for one day; offence, absent from his station while on lookout.

W. H. Line
Lieutenant U. S. N.

From 4 to 8 P.M.

Cloudy, but pleasant. Light air and breeze from NE. by E. to N. N. E. On course N. S. W. 1/4 W. (p. 2) At 6, took in and fueled kagale. Long swell from S. W., ship rolling nearly all the time. Barometer unsteady. Breeze from N. N. E.

R. D. L. L. L.
Ensign U. S. N.

From 8 P.M. to Mid.

Overcast to cloudy. Light air to light breeze from N. N. E. to NE. Steady barometer. No change in sail.

S. M. Name
Ensign U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N.

Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from Newport, R. I. to Barbados, W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 0.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	22	1																
1	2	2	<i>Hauled in</i>	<i>N. 90° 1/4 W.</i>	<i>N. N. E.</i>	2.3			30.21	78	75	70	77	<i>b. c.</i>	<i>cum. m.</i>	2	<i>S.</i>	
2	2	0	17.0	"	"	2			30.19	78	75	70	77	<i>o. o.</i>	"	0	"	
3	3	0	18.3	"	<i>N. E.</i>	2.4			30.19	78	75	70	77	<i>b. c.</i>	"	2	"	
4	3	0	20.1	"	<i>N. E. by E.</i>	2.4			30.18	78	75	70	77	<i>o. o.</i>	"	0	"	
5	1	4	20.4	"	"	2			30.18	78	74	71	77	"	"	0	"	
6	3	4	21.0	"	<i>N. E.</i>	2.3			30.20	78	75	71	77	"	<i>atmos.</i>	0	"	
7	3	5	24.2	"	"	3			30.21	78	75	70	77	"	"	0	"	
8	3	1	27.3	"	<i>N. E. by E.</i>	3			30.25	78	75	71	78	<i>b. c.</i>	"	1	"	
9	2	5	28.6	"	<i>E. N. E.</i>	2			30.27	78	75	72	78	"	"	3	"	
10	2	0	<i>Hauled in</i>	"	"	2			30.27	78	80	74	78	"	"	4	"	
11	2	5	"	"	"	2			30.28	78	81	75	79	"	"	3	"	
Noon.	2	2	"	"	<i>East</i>	2			30.23	78	81	75	79	"	"	4	"	

52.9 Distance by Log

Latitude by *D. R.*Position at 8 A. M. { Longitude by *Observation*

Latitude by observation

Longitude by observation

Position at noon: { Latitude by *D. R.*Longitude by *D. R.*

Course made good since preceding noon:

Distance made good since preceding noon:

Current per hour: 0.25 miles, set *N* true.Position at 8 P. M. { Latitude by *D. R.*
Longitude by *Chronometer from P. M. Observations*

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

16° 24' " *N.*54° 27' " *N.*16° 31' " *N.*54° 38' " *N.*16° 18' " *N.*54° 35' " *N.*S. *N. E. by N. 1/2 N.*

45 miles.

52.9 miles.

16° 17' " *N.*54° 54' " *N.*

500 gallons.

"

700 "

1 tons, 480 lbs.

87 " 560 "

P. M.	0	6																
1	1	8	<i>Hauled in</i>	<i>N. 90° 1/4 W.</i>	<i>East</i>	2			30.22	79	81	75	79	<i>b. c.</i>	<i>cir. cum.</i>	3	<i>S.</i>	
2	2	4	"	"	"	2			30.20	79	81	75	79	"	"	3	"	
3	2	0	"	"	<i>E. by N.</i>	1.2			30.19	79	81	75	79	"	"	5	"	
4	2	0	"	"	<i>E. N. E.</i>	1.2			30.19	79	81	75	79	"	"	6	"	
5	2	7	"	"	"	2			30.19	79	81	75	79	"	"	5	"	
6	2	8	28.6	"	"	2			30.20	79	78	74	79	"	"	8	"	
7	3	0	30.7	"	"	2.3			30.22	79	78	74	79	"	"	5	"	
8	3	5	33.6	"	<i>N. E. by E.</i>	3			30.25	79	76	73	79	"	"	5	"	
9	3	3	36.8	"	<i>E. N. E.</i>	3			30.25	80	76	72	79	"	"	6	"	
10	3	5	39.8	"	"	3			30.25	80	76	73	79	"	"	6	"	
11	3	6	43.4	"	<i>East</i>	3			30.25	80	76	73	79	"	"	7	"	
Mid.	4	5	47.9	"	"	3.4			30.24	79	76	73	79	"	"	7	"	

35.7

4-26

under the command of

Commander E. J. Strong
Tuesday, February 9th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy and pleasant. Light to moderate breeze from N.E. to N.E. by E. Barometer falling slowly. Long swell from N.W. Steaming a course N. 1/2 N. 1/2 N., under square sail to topgallant sails (except mainsail) and for topmast staysail.

J. W. Jordan,
Lieutenant U. S. N.

From 4 to 8 A.M.

Overcast to cloudy but pleasant. Light to gentle breeze from N.E. by E. and N.E. Barometer rising. Long swell from N.W. Steaming a course N. 1/2 N. 1/2 N. under fore topmast staysail, foreail, topsails and topgallant sails, until 7:30 when set royals and fore clew of mainsail. Carried out morning orders.

J. B. Ruby
Lieutenant U. S. N.

From 8 A.M. to Noon.

Cloudy and warm. Light breeze from E. N.E. to the East. At 9:20 moved out clew-hammocks and turned them in at quarters. At 9:30 moved at quarters and exercised Divisions as follows: Forward Powder, signals: After Powder, gun instruction: 1st, 6th m. after instruction: 2nd station at general quarters: 3rd, setting up and gun instruction: Batted magazine floods cohes, which were in good working order. At noon, by order of Commanding Officer, released from confinement, J. Hoppenhofer, D.C., term of confinement expired. At 11:55 hauled up fore clew of mainsail and set standard clew.

W. H. Hubbs
Lieutenant U. S. N.

From Noon to 4 P.M.

Generally cloudy, warm. Light breeze from East to E. N.E. At 12:18 changed course to N. 1/2 N. by N. 1/2 N. (p.e.) by order of Commanding Officer. At 1:00, set main topmast staysail, jib and flying jib. At 3:30 hauled up and set fore mast sail; started fire in boiler B, at 3:55 got distilling. During 1st period, exercised watch of apprentices at knotting and splicing; one division at signals: during second period, lead and compass; one division, furling light sails. Long swell from N.W.

R. T. Tishler
Ensign U. S. N.

From 4 to 8 P.M.

Fair and pleasant. Light to gentle breeze from E. N.E. to N.E. by E. Rising barometer. Our course N. 1/2 N. by N. 1/2 N. At 6:10, when filled royals, jib, flying jib and main topmast staysail. At 6:16 put on patent log reading 28.6.

L. W. Namee
Ensign U. S. N.

From 8 P.M. to Mid.

Clear and pleasant. Gentle to moderate breeze from E. N.E. to East. Barometer steady, then falling. Long swell from N.W. Steaming a course N. 1/2 N. by N. 1/2 N., under same sail as providing watch expended 28 knots log line and 1 log chip, lost midboard by log line parting when heaving log. Started distilling at 10:00 P.M.

J. W. Jordan,
Lieutenant U. S. N.

John H. Stuart
Lieutenant U. S. N. Navigator.

Examined and found to be correct.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from Newport, R. I. to Barbados, W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leway.	BAROMETER.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at t'd.	Altit. by Bar.	Wet. Bulb.	Water at Surface.				
A. M.	35	7															
1	4	3	52.2	<i>SE by N 1/2 N</i>	East	4			30.23	78	76	73	79	b.c.	<i>cir. cum</i>	7	L.
2	3	8	56.0	"	E. N.E.	4			30.23	79	76	73	79	"	"	7	"
3	3	2	59.2	"	"	3-4			30.22	79	76	73	79	"	"	7	"
4	3	4	62.6	"	N.E. by E	3-4			30.22	79	76	73	79	"	<i>cir.</i>	7	"
5	4	1	66.7	"	"	3-4			30.21	78	76	73	79	"	<i>mitated</i>	5	"
6	4	2	70.9	"	"	3-4			30.23	78	76	73	79	b.c.d.	"	3	"
7	3	8	74.7	"	"	3			30.26	78	76	73	79	b.c.p.	"	3	"
8	3	0	77.5	"	E. N.E.	3-4			30.23	78	78	75	79	b.c.	"	6	"
9	4	7	82.2	"	East	4			30.26	78	78	75	79	"	<i>cum.</i>	6	"
10	5	0	87.2	"	"	4			30.26	79	80	76	79	"	"	5	"
11	5	4	92.6	"	E. S.E.	4			30.25	80	81	76	79	"	"	5	"
Noon.	4	4	97.0	"	"	3-4			30.25	80	81	76	79	"	<i>cum. nimb.</i>	4	"

85.0 Distance by Log.

Position at 8 A. M. { Latitude by D. R.

{ Longitude by Observation 0

Position at noon: { Latitude by observation

{ Longitude by observation

{ Latitude by D. R.

{ Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: 0.5 miles, set N 86° W. true.

Position at 8 P. M. { Latitude by D. R.

{ Longitude by Chronometer from P. M. Observations 0

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

15° 043' " N.

55° 33' " W.

15° 39' " N.

55° 48' " W.

15° 30' " N.

55° 41' " W.

SE by N 1/2 N

89 miles.

86 miles.

15° 12' " N.

56° 07' " W.

500 gallons.

786 "

986 "

1 tons, 1600 lbs.

85 " 1200 "

P. M.																	
1	4	5	1.5	<i>SE by N</i>	E. S.E.	4			30.21	80	81	76	80	b.c.	<i>cum. nimb.</i>	6	L.
2	3	1	2.0	<i>SE by N</i>	"	4			30.20	80	81	76	80	"	"	7	"
3	3	6	9.7	"	E. by S	3			30.20	80	81	76	80	"	"	6	"
4	4	2	13.9	"	"	3			30.19	80	82	77	80	"	"	7	"
5	3	9	17.8	"	"	3			30.20	80	82	77	80	"	"	6	"
6	4	0	21.8	"	"	4			30.21	80	78	77	80	"	"	5	"
7	4	2	26.0	"	"	4			30.24	80	78	75	80	"	"	5	"
8	4	7	30.7	"	"	4			30.24	80	77	75	80	"	"	7	"
9	4	7	35.4	"	"	4			30.24	80	77	75	80	"	"	7	S.
10	4	3	39.7	"	"	4			30.24	80	77	75	80	"	"	5	"
11	5	0	44.7	"	E. S.E.	4			30.23	80	77	75	80	b.c.d.p.	"	4	"
Mid.	3	4	48.5	"	E. N.E.	4			30.22	80	77	75	80	b.c.	"	3	"

51.5

under the command of

Commander E. J. Strong
Wednesday February 10th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant, bright starlight, moon set about 12.30. Moderate to gentle breeze from East, hauling to NE by E last hour. Long swell from NW. Steering course SE by N 1/2 N. under fore topmast staysail, foresail, topsail and topgallant sails. Distilling.

E. J. Strong,
Lieutenant U. S. N.

From 4 to 8 A.M.

Fair to cloudy. Gentle to moderate breeze from NE by E. to ENE. Passing shows, 2nd and 3rd hours. At 6, set rigals. Distilling. Executed morning orders.

W. H. Kane,
Lieutenant U. S. N.

From 8 A.M. to Noon.

Fair. Moderate breeze from East to ESE. On course SE by N 1/2 N. (p.) At 9, set the flying jib and main topmast staysail. At 9.30, had quarters and received apprentices as follows: 1st Division, eight strikes; 2^d Division, signals and gun instruction; 3^d Division, setting up and gun instruction. Powder Divisions, pistols. During 2^d period, inspected bags. Distilling.

R. D. Fisher,
Ensign U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Moderate to gentle breeze from ESE to E by S. Barometer falling slowly. On course SE by N 1/2 N, till 12.25 when changed course to SE by N, patent log 99. At 1.20 changed course to SE 1/4 N, patent log 3. Apprentices engaged in sewing and mending. No change in sail. Distilling.

L. M. Name,
Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Gentle to moderate breeze from E by S. Barometer rising then steady. Steering a course SE 1/4 N. under same sail as preceding watch. Distilling.

J. H. Jordan,
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Cloudy to clear light passing shows third hour. Moderate breeze from E by S first half, hauling to SE, then back to ESE, and to ENE last hour. Steady course SE 1/4 N. under all sail except mainsail, main topsail and spanker until 10.30 when set main topsail and spanker; at 10.10 took in flying jib, jib, main topmast staysail, main topsail and spanker. Distilling.

E. J. Strong,
Lieutenant U. S. N.

Examined and found to be correct.

John A. Furman,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from Newport R. I. to Barbados, W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Proportion of Clear Sky, in Tenths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 54.	Air Bulb.	Wet Bulb.	Water at Surface.					
A. M.	51.	5																	
1	4	4	52.9	SE 1/4 N.	East	4				30.20	80	77	75	79	b.c.	cum. mist	6	4	
2	4	2	57.1	"	"	4				30.19	80	77	75	79	"	"	6	"	
3	4	4	61.5	"	NE by E	4				30.19	80	77	75	79	"	"	4	"	
4	4	7	66.2	"	"	4				30.19	80	77	75	79	"	"	4	"	
5	4	7	70.9	"	"	4				30.18	80	77	75	79	b.c.d.	"	5	"	
6	5	2	75.7	"	"	4				30.19	80	77	75	79	b.c.	atmos	1	"	
7	5	8	81.5	"	E. & E	4-5	1/4			30.21	78	75	74	79	b.c. & p.	"	1	"	
8	5	5	87.0	"	E. by S	3-4				30.24	78	75	75	78	b.c.d.	"	0	"	
9	4	2	91.2	"	NE by E	3-4				30.24	79	75	75	78	b.c.	"	4	"	
10	4	6	95.8	"	"	4				30.26	79	80	78	78	b.c.	cir. cum.	5	"	
11	5	3	1.1	"	"	4				30.26	79	80	78	78	"	"	6	"	
Noon.	5	0	6.1	"	"	4				30.28	79	80	78	78	"	"	6	"	

109.5 Distance by Log.

Position at 8 A. M. Latitude by D. R.

Longitude by Observation 0

Latitude by observation

Longitude by observation

Position at noon: Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: 2.1 miles, set N 47° E true.

Position at 8 P. M. Latitude by D. R.

Longitude by Chronometer from P. M. Observation 0

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																		
1	5	5	11.6	SE 1/4 N.	NE by E.	5			30.22	80	80	78	78	b.c.	cir. cum.	4	4	✓
2	6	0	17.6	"	"	5			30.19	80	80	78	78	b.c. p.	cum. mist	4	"	"
3	6	4	24.0	"	"	5			30.18	80	80	78	79	b.c.	"	4	"	"
4	6	2	30.2	"	"	5			30.17	80	82	80	79	"	"	4	"	"
5	6	2	36.4	"	"	5			30.17	80	82	79	79	"	"	6	"	"
6	6	6	43.0	"	"	5			30.18	80	79	77	79	b.c.	"	0	"	"
7	7	1	50.1	"	E. NE.	5-6			30.19	80	79	78	79	"	"	0	"	"
8	7	5	57.6	"	East	5-6			30.23	80	77	77	79	"	"	0	"	"
9	6	9	64.5	"	"	5			30.23	80	77	77	79	b.c.	cum. mist	4	"	"
10	7	3	71.8	"	"	5-6			30.23	80	77	77	79	"	"	4	"	"
11	7	4	79.2	"	"	5-6			30.22	79	77	77	79	"	"	3	"	"
Mid.	5	3	84.5	"	"	5			30.20	79	77	77	79	"	"	7	"	"

under the command of

Commander E. T. Strong
Thursday February 11th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair and pleasant. Moderate breeze from the East to N.E. by E. At 12.20 set all for and aft sail. At 2.45 took in all for and aft sail except for topmast staysail. Distilling. Ship under for topmast staysail and all square sail to riggle except mainsail.

W. H. Hulme
Lieutenant U. S. N.

From 4 to 8 A.M.

Generally cloudy moderate wind and rain squalls during latter half of watch. Moderated to stiff breeze from N.E. by E. to E. S.E. shifting at 6.30. At 6.30 took in royals set jib, main topmast staysail, maintopmast and spanker. At 7.45 set royals and flying jib. On course S.W. 1/4 N. (pc). Barometer rising. Distilling. Rain squalls on horizon from E.S.

R. D. Fishale
Ensign U. S. N.

From 8 A.M. to Noon.

Fair and pleasant. Moderate breeze from N.E. by E. On course S.W. 1/4 N. At 8.20 hauled down all for and aft sail except for topmast staysail. East quarter at 9.30, received Divisions, 1st period as follows: 1st Division, great guns; 2nd Divisions, stations at arm and equips boats and guns, instructions; 3rd Division, single shots. Carried signal base. And holding. Distilling.

L. M. Kauer
Ensign U. S. N.

From Noon to 4 P.M.

Clear and pleasant with light passing clouds. Stiff breeze from N.E. by E. Barometer falling. Steaming on course S.W. 1/4 N. At 1.45 changed to sail. Carried Divisions at "Arm and Away distant Perish", and "setting up". Also 1st Division, starboard watch, at signals and yell yard men, came watch, at blowing and furling muzzles topsail. Distilling.

E. D. Johnson
Lieutenant U. S. N.

From 4 to 8 P.M.

Cloudy to overcast. Stiff to fresh breeze from N.E. by E. hauling to E. N.E. and East. Steaming on course S.W. 1/4 N. under for topmast staysail and all square sail except mainsail. At 5.35 set all for and aft sail. At 7.20 took in and furlled royals and flying jib. Distilling.

J. S. Aubrey
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Cloudy. Stiff to fresh breeze from the East. Under all sail to topgallant sails, except mainsail. Distilling. Barometer steady.

W. H. Hulme
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES
Ship Essex
 Making passage from New York P. I. to Barbados, N. I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry.	Air, Wet.	Bulb.	Water at Surface.				
A. M.	78	4																	
1	6	3	90.8	90 1/4 N.	East.	5				30.18	79	78	78	79	b.c. fog.	cum. nit.	4	9	
2	7	1	97.9	"	"	6				30.15	79	78	78	79	b.c.	"	5	"	
3	6	7	4.6	"	"	5				30.13	79	78	78	79	"	"	5	"	
4	6	9	4.5	"	"	5				30.13	79	78	78	79	"	"	6	"	
5	6	6	18.1	"	"	5				30.14	80	78	78	79	"	"	7	"	
6	6	8	24.9	"	E. by N.	5				30.16	80	79	78	79	"	cum.	8	"	
7	6	1	31.0	90 1/2 N.	E. N. E.	5				30.17	80	80	79	80	"	"	8	"	
8	6	6	37.6	N. by E.	"	5				30.20	80	80	79	80	"	cir. cum.	7	"	
9	6	6	44.2	N. by E.	"	5				30.20	80	81	80	80	"	"	6	"	
10	6	9	51.1	N. by N.	East	5				30.22	81	81	80	80	"	"	6	"	
11	6	6	57.7	N. N. W. 1/2 N.	"	5				30.22	80	81	80	80	"	cum.	4	"	
Noon.				Varies	E. by N.	5				30.20	81	81	80	80	"	"	6	"	

151.6 Distance by Log.

Position at 8 A. M. { Latitude by *D. R.*
 Longitude by

13° 15' " *N.*
 59° 03' " *W.*

Position at noon: { Latitude by observation
 Longitude by observation
 Latitude by D. R.
 Longitude by D. R.

0 " "
 0 " "
 0 " "

Course made good since preceding noon:

Distance made good since preceding noon:

166 miles.

Distance by Log since preceding noon:

151.6 miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
 Longitude by

0 " "
 0 " "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water *distilled* during the preceding 24 hours,

1300 "

Water remaining on hand fit for use at noon,

2550 "

Coal consumed during the preceding 24 hours,

3 tons, 1760 lbs.

Coal remaining on hand at noon,

79 " 1520 "

P. M.																		
1				<i>N. by N. 1/2 N.</i>	East	5-6			30.20	81	81	80	80	<i>b.c.</i>	<i>cum. nit.</i>	5	9	
2				<i>Varies</i>	"	5-6			30.20	81	81	80	80	"	"	5	"	
3				"	"	5			30.12	82	81	80	80	"	"	6	"	
4				"	"	4			30.12	81	81	80	80	"	"	4	"	
5				<i>E. by S.</i>	<i>E. by N.</i>	4			30.13	82	82	80		"	"	5	"	
6				<i>East</i>	"	3			30.13	82	82	80		"	"	4	"	
7				"	"	3			30.17	82	82	80		"	"	3	"	
8				"	"	2			30.20	82	82	80		"	"	4	"	
9				"	"	3			30.21	82	79	78		<i>cum.</i>	"	6	"	
10				"	"	3			30.21	81	79	78		"	"	5	"	
11				<i>E. S. E.</i>	East	2			30.21	81	78	77		"	"	6	"	
Mid.				<i>E. by S.</i>	"	2			30.20	80	78	77		"	"	5	"	

under the command of

Commander E. T. Strong
Friday, February 12th

, U. S. Navy,

, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair, stiff breeze from East except for a few minutes at end of first hour when shifted to N.E. by E in a light squall. On course S.W. $\frac{1}{2}$ N. (p.c.) under all sail to topgallant sails except mainsail. The main topmast staysail, main topsail, and spraker being taken in for a few minutes at end of 1st hour, on shift of wind. Distilling. Moonlight first hour.

A. J. Sisdale
Ensign U.S.N.

From 4 to 8 A.M.

Clear and pleasant. Stiff breeze from East to E.N.E. Rising barometer. On course S.W. $\frac{1}{2}$ N. under sail as in preceding watch till 6.15, when changed course to S.W. by N. $\frac{1}{2}$ N. patent log 26.3, and at 6.55 took in all fore and aft sail except for topmast staysail and ab. royals. At 6.55 sighted land bearing N. by E. and extending to about West. At 7.05 changed course to N.W. patent log 31.6. At 7.45 light land on Barbados side sighted bearing S. 62° W. (p.c.) sighted two barges to the S.W. and N.W. standing in towards land. Distilling.

L. M. Hance
Ensign U.S.N.

From 8 A.M. to Noon.

Clear and pleasant. Stiff breeze from East to E. by N. Barometer rising then falling. Running a course N.W. under square sail to royals except mainsail and for topmast staysail. At 8.05 changed course to N. by E. at 9.05 to N. by N. after that to main course, Commanding Officer coming the ship, standing in towards Bridgetown, Barbados. At 9.45 took in royals and topgallant sails and hauled up foresail. At 11.20 won ship and came to on port tack with for topsail to the mast. Started fire in fore and ab. at 9 A.M. Engled up and went ahead on bell at 11.45. Took in and furlled all sail at 11.55. Rued both bows chime. At end of watch standing along the coast of Barbados under steam alone, heading S. by N. $\frac{1}{4}$ N.

J. R. Jordan,
Lieutenant U.S.N.

From Noon to 4 P.M.

Fair and warm. Breeze to moderate breeze from East. Barometer falling. Smooth sea. Under steam alone. Heading S. by N. $\frac{1}{2}$ N. until 1, when commenced to swing ship for direction of the breeze, finished at 2.10. Leaving main course risk of watch, standing in for anchorage in Carib Bay, Barbados.

J. E. Luby
Lieutenant U.S.N.

From 4 to 8 P.M.

Cloudy. Moderate to light E. by N. breeze. Standing in to Bridgetown Road, Barbados. Commanding Officer coming. At 4.05 came to with port anchor in 9 fathoms water. Dred a National Salute, English flag at main. Salutes were returned, gun for gun by battery on shore. Received protests. At 4.15 got up anchor and shifted berth; came to again with port anchor in 12 $\frac{3}{4}$ fathoms, sandy bottom and veered to 55 fathoms at lower. Draft forward 13 feet 7 inches, aft 16 feet 8 inches. Sent an officer to visit U.S. Consul. Allowed steam to die out for under two boilers, distilling with thick boiler. Bearings at anchor. Ship's head S. by N., at anchor E. $\frac{1}{2}$ N. (p.c.) Heading S. 65° E. (p.c.)

W. Hulme
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Breeze to clear and pleasant. Gentle breeze from E. by N. and East. Bright moonlight. Distilling, using boiler A.

A. J. Sisdale
Ensign U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship *Essex*
At anchor in Carlisle Bay Barbados, W.I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Form of Clouds, by symbols.	Prev. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1				E. N. E.	E. N. E.	2			30.20	80	78	77	b.c.		cum.	4	
2				East.	East	2			30.18	79	78	77	"		"	6	
3				"	"	2			30.17	79	78	77	"		"	4	
4				"	"	2			30.16	79	78	77	"		"	4	
5				"	"	2			30.18	79	77	76	"		"	5	
6				"	"	2			30.20	79	77	76	"		cumul.	6	
7				"	E. by N.	2			30.21	79	78	77	"		"	8	
8				"	"	2			30.23	79	79	78	"		"	8	
9				"	East	3			30.23	80	81	80	b.c.g.		cir cum.	8	
10				"	"	3-4			30.23	82	85	82	"		"	8	
11				"	"	3-4			30.22	82	85	82	"		"	7	
Noon.				"	"	3-5			30.23	82	82	82	"		"	7	

Position at 8 A. M. { Latitude by
Longitude by

° ' "

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

° ' "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water distilled during the preceding 24 hours,

800 "

Water remaining on hand fit for use at noon,

2750 "

Coal consumed during the preceding 24 hours,

1 tons, 400 lbs.

Coal remaining on hand at noon,

78 " 1120 "

P. M.																				
1				East	East	3-5			30.15	84	84	81		b.c.g.			circum.	5		
2				"	E. by N.	3-5			30.13	84	84	82		"			"	5		
3				N. E. by E.	E. N. E.	3-5			30.13	84	83	81		"			cum.	6		
4				"	"	3-4			30.13	84	83	81		"			"	6		
5				E. N. E.	"	3			30.14	83	83	81		b.c.			"	4		
6				East	East	3			30.15	83	83	81		"			"	4		
7				"	"	3			30.16	82	79	79		"			"	6		
8				"	"	3			30.20	81	78	78		"			"	6		
9				"	"	2			30.20	81	78	78		"			"	7		
10				"	"	2			30.20	82	78	78		"			"	7		
11				E. by N.	E. by N.	2			30.22	80	78	78		"			"	8		
Mid.				"	"	3			30.22	80	78	78		"			"	8		

under the command of

Commander E. T. Strong
Saturday, February 13

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Falling barometer.

Fair and pleasant. Light breeze from E.N.E. to East.

L. M. Howe
Ensign U. S. N.

From 4 to 8 A.M.

Fair to clear. Light breeze from the East to E. by N. Distilling. Carried morning orders. Canadian mail steamer came into port.

W. H. Lins
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear and warm. Gentle to stiff breeze from East in squalls towards latter part. Crew engaged in cleaning and painting ship's outside. Received a mail from the Aide de Camp of the Commanding Officer of the English land force of Barbados and later an official mail from said Commanding Officer. Received official mail from the U. S. Consul to Barbados and fired a salute of 7 guns in his honor. An English barkentine came in port. Cleared ship.

P. D. Fitch
Ensign U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Gentle to stiff breeze from East to E.N.E. Commanding Officer paid an official visit to the Governor and Colonel Commanding of English Force at Barbados. Hauled fire at 3 o'clock. Crew engaged in painting ship.

L. M. Howe
Ensign U. S. N.

From 4 to 8 P.M.

Fair and warm to pleasant. Gentle E.N.E. by and Easterly breeze. A German barkentine came into port and a schooner left it.

P. D. Fitch
Ensign U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Light to gentle breeze from East to E. by N. Bright moonlight.

L. M. Howe
Ensign U. S. N.

Examined and found to be correct.

John H. Stewart
Lieutenant U. S. N.

Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in Carlisle Bay Barbados, W. I.

Phred Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction & Force of Surface Current.	Direction & Force of Under Current.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, by Bulb.	Wet Bulb.					
A. M.																	
1				E. N. E.	E. N. E.	3			30.19	80	76	76	b.c.	cum.			9
2				"	"	3			30.19	80	76	76	"	"			9
3				"	"	3			30.16	79	76	76	"	"			5
4				N. E. by N.	N. E.	3			30.15	80	75	75	"	"			4
5				N. E.	"	2-3			30.15	80	75	75	"	"			5
6				East	"	1-2			30.18	80	75	75	b.c.p.	"			2
7				E. by S.	Calms	0			30.19	79	75	75	b.c.g.	transmit.			3
8				"	E. N. E.	0-1			30.20	79	75	75	b.c.	cir. cum.			6
9				"	E. by S.	1-3			30.22	79	77	77	b.c.p.	cum. cum.			1
10				"	"	2-4			30.21	80	78	78	b.c.g.	"			4
11				E. S. E.	E. S. E.	2-4			30.19	80	80	80	"	"			5
Noon.				S. E.	S. E.	2-4			30.19	80	83	82	b.c.g.p.	"			4

Position at 8 A. M. { Latitude by
Longitude by

Position at noon { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																	
1				E. S. E.	E. S. E.	3-4			30.17	81	83	82	b.c.g.	cum.			4
2				S. E.	"	3-4			30.14	82	83	82	"	"			5
3				East	"	3-4			30.12	82	83	81	"	cum. stat.			5
4				"	"	3-4			30.12	82	83	81	"	"			5
5				"	East	3-4			30.13	82	82	81	"	"			7
6				"	"	3-4			30.13	82	80	79	"	"			8
7				E. by S.	"	2			30.14	84	79	77	b.w.	une.			10
8				"	"	2			30.16	80	78	77	"	"			10
9				E. S. E.	E. S. E.	2			30.18	79	77	76	b.v.	cir. cum.			9
10				E. by S.	"	2			30.20	79	76	76	"	cum.			9
11				"	E. by S.	2-3			30.20	78	76	76	"	"			9
Mid.				East	"	3			30.20	78	76	76	"	"			9

under the command of

Commander E. J. Strong
Sunday, February 14

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Gentle breeze from E. N.E. to N.E.
Barometer steady, then falling.

J. N. Jordan,
Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy to fair and pleasant. Passing rain shown at 6. Calm, light
air to light breeze from N.E. and E. N.E. Received 1st Supplies and Accounts for issue
to crew, following fresh provisions, 140 lbs. beef, 140 lbs. vegetable, 112 lbs. bread.

P. A. Fishale
Ensign U. S. N.

From 8 A.M. to Noon.

Generally fair. Passing rain squalls. Light to moderate breeze in squalls
from E. N.E. to S.E. Falling barometer. Hard squalls at 12.30. Commanding Officer inspected
ship and crew. Cold Dinner Served.

L. M. Nance
Ensign U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Gentle to moderate breeze from E. S.E. Barometer
falling then steady. Two U. S. three masted schooners came in and anchored.

J. N. Jordan
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Gentle to moderate and light breeze from East.
Rising barometer.

L. M. Nance
Ensign U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Light to gentle breeze from E. S.E. to E. by S.
Barometer rising, then steady.

J. N. Jordan
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship *Essex* Third Rate,
At anchor in Carlisle Bay, Barbados, W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prep. of Clear Sky, in tenths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1				E. by N.	East	2			30.20	78	74	74		b.c.	cir. cum.	8	
2				"	"	2			30.16	79	73	73		"	"	8	
3				E. N. E.	E. N. E.	2			30.14	78	73	73		"	"	8	
4				"	"	2			30.14	77	72	71		"	"	8	
5				N. E. by E.	"	2			30.14	77	74	72		"	"	8	
6				N. E. by N.	"	2			30.15	77	74	71		"	"	9	
7				N. E.	"	2			30.16	77	74	72		"	"	9	
8				N. E. by E.	"	2			30.16	78	75	74		"	"	9	
9				East	East	2-3			30.21	80	83	76		"	strat.	4	
10				"	"	2-3			30.21	80	84	77		"	"	5	
11				E. N. E.	E. by N.	4-5			30.24	81	83			b.c. q.	cum. nim.	3	
Noon.				N. E. by E.	N. E. by E.	3-4			30.22	81	83			b.c. q.	"	3	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

1700

Coal consumed during the preceding 24 hours,

tons, 800 lbs.

Coal remaining on hand at noon,

78 " 820 "

P. M.																				
1				East	East	4			30.20	82	84					b.c.	cum.	2		
2				"	E. by S.	3			30.18	81	82					"	cum. nim.	4		
3				N. N. E.	N. E.	3			30.16	81	84					"	"	2		
4				E. N. E.	"	3			30.16	81	81					"	cir. cum.	3		
5				N. by E.	E. N. E.	3			30.14	82	80					"	cum.	4		
6				N. E.	"	2			30.15	82	78					"	"	5		
7				N. N. E.	"	1			30.16	82	75					"	"	7		
8				"	"	1			30.18	82	74					"	"	9		
9				N. E. by E.	"	1			30.18	81	74					"	cir. cum.	9		
10				East	"	1			30.18	84	74					"	"	9		
11				"	E. by N.	1			30.18	81	75					"	"	9		
Mid.				"	East	2			30.18	80	74					"	"	8		

under the command of

Commander E. J. Strong
Monday February 15th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant, bright moonlight. Light breeze from East and E.N.E. Barometer falling.

J. S. Luby,
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Light breeze from E.N.E. Received in Dept. of Supplies and Accounts, fresh provisions as follows: - 146 lbs. beef, 140 lbs. vegetables, 112 lbs. bread. Executed morning order.

A. M. Names
Ensign U. S. N.

From 8 A.M. to Noon.

Fair and pleasant, light passing showers. Light to stiff breeze from East to N.E. by E. Barometer rising then falling. At 9.30 mistland at quarters, afterwards saw used port with apprentices in pulling boats. Engaged in setting up lower rigging. While lowering smoke pipe the lifting chains parted and upper part of pipe dropped down on upstake supports, bending them down about six inches. By order of Commanding Officer confined M. R. Savelly, App. 3^d, for one (1) day solitary confinement on bread and water: offense, leaving his post at orderly, without being relieved, and going to dinner.

J. N. Jordan,
Lieutenant U. S. N.

From Noon to 4 P.M.

Cloudy and warm. Gentle to moderate breeze from East, E. by S. and N.E. Barometer falling. Engaged setting up rigging.

J. S. Luby,
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Light air to gentle breeze from E.N.E. Barometer rising. At 5.00 went to quarters and secured out clean hammocks. By order of Commanding Officer confined G. F. Ross App. 3^d, for two days on bread and water: offense, trading off his kelp, for articles out of a boat, through a gun port.

J. N. Jordan,
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant, bright moonlight. Light air to light breeze from E.N.E., E. by N. and East. Barometer steady.

J. S. Luby,
Lieutenant U. S. N.

Examined and found to be correct.

John H. Stuart
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
At anchor in Carlisle Bay, Barbados, N. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 54.	Amb. by Ash. Wet Bulb.	Water at Surface.				
A. M.									A							
1				East	E. by S.	2			30.18	80	75		b.	cir. cum.	9	
2				"	"	2			30.16	80	75		b.c.	"	6	
3				E. by N.	E. N. E.	2			30.16	80	75		"	cir.	9	
4				N. by E.	"	2			30.16	80	74		"	"	9	
5				E. by N.	"	2			30.17	79	75		"	cum. strab.	7	
6				E. N. E.	"	2			30.18	80	76		"	"	6	
7				"	"	2			30.18	80	77		"	"	6	
8				"	"	2			30.19	80	78		"	"	6	
9				E. by S.	East	2			30.20	81	85		"	cir. cum.	7	
10				"	"	2			30.21	82	87		"	"	8	
11				"	"	2			30.20	82	87		"	"	8	
Noon.				E. by N.	"	2			30.20	82	85		"	"	7	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1200

Coal consumed during the preceding 24 hours,

tons, lbs.

Coal remaining on hand at noon,

78 " 320 "

P. M.																
1				East	East	4			30.16	82	85		b.c.	cir. cum.	4	
2				E. E.	"	2			30.16	82	85		b.c.g.	"	4	
3				East	"	3			30.15	82	82		"	"	4	
4				E. N. E.	N. E.	3.5			30.15	83	80		"	cum.	5	
5				E. by N.	"	3.5			30.15	81	80		"	"	5	
6				"	E. N. E.	3			30.18	81	79		b.c.	"	9	
7				E. N. E.	"	2			30.18	81	78		"	"	8	
8				"	"	1			30.18	82	78		"	"	8	
9				E. by N.	"	1			30.22	82	78		"	"	7	
10				E. E.	East	1			30.24	82	77		"	"	8	
11				"	"	2			30.24	81	77		"	cir.	9	
Mid.				E. E. by E.	"	2			30.24	80	77		"	"	9	

under the command of

Commander E. J. Strong
Tuesday, February 16th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant Light breeze from E by S to E.N.E.

M. A. Hulme
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant, light breeze from E.N.E. Barometer rising slowly. Put down royal and topgallant yards and topgallant masts. R. M. J. Talbot, Captain Hamble R. R., Commanding, came in and anchored at 7.30. Put an Officer to board her at 8.00. Received on board in Dept. Supplies and Accounts 140 lbs. each fresh beef and vegetables and 112 lbs. bread. Engaged in rattling down main rigging.

J. M. Jordan
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear and warm. Light breeze from East. Put boarding Officer to extend usual courtesy to the Commanding Officer of R. M. J. Talbot. An Officer from the Talbot returned the visit. Commanding Officer paid official visit to Commanding Officer on R. M. J. Talbot. At 10.00 mustered and inspected apprentices at quarters. Examined boiler under way. Crew engaged rattling down. Received an official visit from the Aide to the Governor. By order of the Commanding Officer released from confinement M. R. Hamby, A. S. C., his term having expired.

J. B. Lytle
Lieutenant U. S. N.

From Noon to 4 P.M.

Cloudy. Light to stiff breeze from the East to N.E. Unshipped mts after bracket of sailing launch. Cripple workmen from above making template to repair it. Crew rattling down topmast and lower rigging. Not ready to hoist out steam launch. Ror off few fathoms main yard.

M. A. Hulme
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair with light squalls at first clear and pleasant rest of watch. Light to stiff breeze from N.E. and E.N.E. first three hours light air from E.N.E. last hours. Hoisted out steam launch. Put liberty men on shore.

J. B. Lytle
Lieutenant U. S. N.

From 8 P.M. to Midnight

Clear and pleasant. Light air to light breeze from E.N.E. to the East.

M. A. Hulme
Lieutenant U. S. N.

Examined and found to be correct.

John Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex. *Third* Rate,
At anchor in Carlisle Bay, Barbados W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at'd.	Air.	Wet.	Surf.				
A. M.									A								
1				E. by S.	East	2			30.22	80	74			b.c. sp.	circum.	6	
2				"	E. N. E.	3			30.21	79	74			b.c. sp.	circum.	4	
3				"	East	2-3			30.20	80	75			"	"	4	
4				"	"	2-3			30.21	79	74			"	circ.	3	
5				N. E. by E.	N. E.	2			30.20	80	75			b.c. d. sp.	circum.	2	
6				East	East	3			30.21	80	73			"	"	4	
7				E. by N.	E. by N.	2			30.22	80	75			b.c.	circum.	8	
8				E. N. E.	"	2			30.26	80	77			"	"	7	
9				East	"	4			30.26	81	82			"	"	7	
10				E. by N.	"	4			30.28	81	86			"	"	8	
11				E. N. E.	"	4			30.24	81	85			"	"	8	
Noon.				"	"	4			30.24	80	85			"	"	7	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 700 "

Coal consumed during the preceding 24 hours, tons, 800 lbs.

Coal remaining on hand at noon, 77 " 1760 "

P. M.																	
1				E. S. E.	East	4			30.26	81	85			b.c.	circum.	6	
2				E. by S.	E. by N.	2-4			30.26	81	81			b.c. sp.	circum.	5	
3				E. N. E.	"	3-4			30.24	81	83			b.c.	circum.	5	
4				E. by N.	East	3-4			30.22	81	81			"	"	8	
5				East	"	3			30.21	83	80			"	"	8	
6				E. by N.	"	4			30.21	83	79			"	"	8	
7				"	"	4			30.21	83	77			"	"	4	
8				"	"	4			30.23	83	77			"	"	8	
9				"	"	4			30.25	82	77			"	"	8	
10				"	"	4			30.24	82	77			"	"	8	
11				East	"	3			30.25	81	77			"	"	8	
Mid.				"	E. by N.	2-3			30.24	81	76			"	"	9	

under the command of

Commander E. J. Strong
Wednesday, February 17th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Continued and until 4 A.M.

Clear to cloudy. Clouds from East and E. N. E. with passing showers. Light and gentle breeze from East and E. N. E. Moonlight. A barkentine came in port and anchored.

R. J. Lisdale
Ensign U. S. N.

From 4 to 8 A.M.

Fair to clear with light passing showers first half. Light to gentle breeze from S. S. W. and E. S. Carried out morning orders. Liberty men returned. Received in Dept. of Supplies and Accounts 112 lb fresh bread and 140 lb each of fresh beef and vegetables.

E. J. Strong
Lieutenant U. S. N.

From 8 A.M. to Noon

Clear, warm and pleasant. Moderate E by N breeze. At 9:30 mustered at quarters. Crew carried crew 1st and 2nd cutters and Whaler out under sail. Starboard watch 2nd Division signals 2nd period. The Commanding Officer of R. B. M. T. Talbot made an official visit to this ship. Rattling down and repairing main yard truss bands. An American schooner and an American barque came into port. By order of the Commanding Officer W. K. Albater A. S. C. was placed in solitary confinement on bread and water for two days for refusing to obey a petty officer. Received in Engineer Dept. 50 lbs yellow oche, 6 tubs brushes, 3 bbls lime, 3 white wash brushes, 174 feet of chain.

M. H. Lisdale
Lieutenant U. S. N.

From Noon to 4 P.M.

Fair and warm. Light passing showers during 2nd hour. Light to moderate breeze in squalls from East and E by N. Engaged in rattling down rigging: finished repairs to main truss band. Engineer force on new fitting chain for smoke stack. Two men from J. Blackwelder, Haysworth, Budgetaw, employed on refitting mast of sailing launch.

R. J. Lisdale
Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Moderate breeze from the East. By order of the Commanding Officer released from confinement F. F. Rose, A. S. C. His term of confinement having expired and L. Cluett, A. S. C. was placed in solitary confinement on bread and water for two days, for having refused to obey a petty officer.

M. H. Lisdale
Lieutenant U. S. N.

From 8 P.M. to Midnight

Clear and pleasant. Light to moderate Easterly breeze. Bright moonlight.

R. J. Lisdale
Ensign U. S. N.

Examined and found to be correct.

John H. Stewart
Lieutenant U. S. N.

Navigator.

LOG of the UNITED STATES

Ship Essex.

Third Rate,

At anchor in Carlisle Bay, Barbados, A.D.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.				Height in inches.	Ther. at 6.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.										A									
1				E. by S.	E. N. E.	3				30.22	80	76			b. c.	cir. cum.	8		
2				E. by S.	"	2				30.20	80	76			"	"	8		
3				"	"	2				30.20	80	76			"	"	8		
4				"	"	3				30.18	81	76			"	"	8		
5				"	E. by N.	3				30.22	80	76			"	"	7		
6				E. N. E.	N. E.	3				30.24	80	75			"	cir. cum.	7		
7				E. by S.	E. N. E.	3				30.26	80	76			b. c. p.	cir. cum.	4		
8				E. by S.	"	2				30.25	80	83			b. c.	"	7		
9				"	"	2				30.24	80	83			"	"	7		
10				"	"	3				30.25	82	83			"	"	8		
11				"	"	3-4				30.24	82	83			"	"	8		
Noon.				E. by N.	East	3-4				30.23	80	84			"	"	6		

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *received* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

500 gallons.

27 00 "

29 00 "

tons, lbs.

77 " 1760 "

P. M.																		
1				E. by S.	E. by S.	3			30.20	82	85				b. c.	cir. cum	7	
2				East	"	3			30.17	83	85				"	"	6	
3				"	East	3			30.16	83	84				"	cum	5	
4				"	E. by N.	3			30.15	83	82				"	"	7	
5				E. by N.	East	3			30.18	81	80				"	cir. cum	7	
6				"	"	3			30.16	81	79				"	"	6	
7				E. N. E.	"	2-3			30.18	81	79				"	"	6	
8				"	E. N. E.	2			30.22	81	76				"	"	6	
9				E. by N.	E. by N.	3			30.22	82	77				"	"	5	
10				N. E. by E.	N. E. by E.	3			30.22	81	75				"	"	7	
11				E. N. E.	"	3			30.22	81	75				"	"	8	
Mid.				"	"	3			30.22	80	75				"	"	7	

under the command of

Commander E. T. Strong
Thursday, February 18th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Bright moonlight.

Clear and pleasant. Gentle to light breeze from E. N.E.

L. M. Hume
Ensign U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Passing about 3rd hour. American Steamer Ohio came in to port at 6.45, also American barque St. Anne. Executed morning orders. Water boat came alongside at 7.35 tested and began to receive water. Received into Dept. of Supplies and Accounts, fresh provisions as follows: - 112 lbs. bread, 140 lbs. each of fresh beef and vegetables.

W. H. Archibald
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear generally, and warm. Light to moderate breeze from E. N.E. to East and equally. Received from above mentioned water boat 2700 gallons fresh water in Supplies and Accounts for ship's use. At 9.30 had quarters and carried as follows: Standard, watch crew of 1st and 2nd Cutters, and Phalarope at water. A dinner of appetizers, at signals. At 11, sent by topgallant masts. An English Barkentine came in and anchored.

R. D. Fisdale
Ensign U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Gentle breeze from E. by S. to E. by N. Barometer falling slowly. Engaged in unloading standing rigging.

L. M. Hume
Ensign U. S. N.

From 4 to 8 P.M.

Generally clear. Gentle to light breeze from East and E. N.E. A barque barkentine and schooner came in port and anchored first two flying English colors. Received water from the Chief Officer, 1st and 3rd Mates of U. S. N. & Ohio. Moonlight last hour.

R. D. Fisdale
Ensign U. S. N.

From 8 P.M. to Midnight.

barometer.

Fair and pleasant. Gentle breeze from E. by N. to N.E. by E. Steady

L. M. Hume
Ensign U. S. N.

Examined and found to be correct.

John H. Stewart
Lieutenant U. S. N.

Navigator

LOG of the UNITED STATES

Ship Essex. *Third Rate,*
At anchor in Carlisle Bay, Barbados, A.D.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Prep. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.									A							
1				NE.	NE.	3			30.20	80	79		b.c.	cir. cum.	7	
2				"	"	4			30.16	80	74		b.c. p.	cum. cum.	7	
3				N by E.	North	2			30.15	79	74		b.c.	cir. cum.	2	
4				N. NE.	NE. by N.	1-2			30.14	80	75		"	cum.	6	
5				NE. by E.	NE. by E.	2			30.14	79	75		"	"	8	
6				E. by N.	"	1-2			30.16	80	75		"	"	6	
7				NE. by E.	"	1-2			30.19	80	75		"	"	7	
8						2			30.20	80	75		b.c. p.	"	7	
9				E. NE.	E. NE.	2-3			30.22	80	79		b.c.	"	7	
10					"	2-3			30.22	81	79		b.c. p.	"	7	
11				E. by N.	NE. by N.	2			30.20	80	84		b.c.	"	6	
Noon.				E. NE.	E. NE.	2			30.20	81	83		"	"	7	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

600 gallons.

"

2300

tons, 800 lbs.

77 " 960 "

P. M.																		
1				E. SE.	E. NE.	3-5			30.19	81	83				b.c.	cum.	7	
2				"	"	3			30.17	82	81				"	"	6	
3				"	"	3			30.14	83	81				"	cum. cum.	4	
4				"	"	2-5			30.13	82	81				"	"	1	
5				"	"	4			30.13	82	81				"	"	3	
6				E. NE.	"	2-4			30.14	82	77				"	"	7	
7				"	"	2-4			30.14	82	77				"	"	8	
8				"	"	3			30.16	82	77				"	"	9	
9				"	"	2			30.18	82	77				"	"	7	
10				"	"	1			30.18	82	77				"	cum.	8	
11				East	"	1			30.20	81	77				"	"	8	
Mid.				E. NE.	"	1-2			30.20	81	77				"	"	8	

under the command of

Commander E. J. Strong
Friday February 19

, U. S. Navy,

, 1877.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant, light passing shower between 2.00 and 3.00 A.M. Light air to moderate breeze from N.E. to North. Barometer falling.

J. N. Jordan,
Lieutenant U.S.N.

From 4 to 8 A.M.

Fair passing rain shower last hour. Light breeze from N.E. by E. Received in Supplies and Accmter for issue to crew following fresh provisions, 112 lbs bread, 140 lbs lard, 140 lbs vegetables. L.B.M. P. Talbot got underway at 6.30 and stood up to N.W. end of the bay, where arriving, ship, until end of watch. One barkentine, one barkentine and one brigantine came in port. The two former English latter Norwegian and one English brigantine left the port.

R. Tisdale
Ensign U.S.N.

From 8 A.M. to Noon.

Clear and pleasant. Light to gentle breeze from E.N.E. to N.E. by N. Had quarters for inspection at 9.30 and arrived at Naval Quarters. Got up and spread awnings. Released from confinement by order of Commanding Officer, Ch. Calhoun A.S.C., his period of confinement having expired. Found not monthly money to get watch apprentice.

L. M. Hamed
Ensign U.S.N.

From Noon to 4 P.M.

Fair and pleasant. Rain squalls around horizon. Gentle to stiff breeze from E.N.E. Barometer falling. Put apprentice, got watch ashore on liberty. Engaged in fitting new runner for main top-sail halliards. L.B.M. P. Talbot came in and anchored at 1.15. Found not monthly money to crew.

J. N. Jordan,
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear and pleasant. Gentle to moderate breeze from E.N.E. Rising barometer. Liberty party of apprentice returned. American line steamer "Ohio" went to sea about 6.30. Released from confinement by order of Commanding Officer, Cluett, L.A.S.C. his period of confinement having expired.

L. M. Hamed
Ensign U.S.N.

From 8 P.M. to Midnight.

Clear and pleasant. Light air to light breeze from E.N.E. Barometer rising slowly.

J. N. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator

LOG of the UNITED STATES

Ship Essex
At anchor in Carlisle Bay, Barbados, W. I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prep. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches, at d.	Ther. at d.	Air.	Wet Bulb.	Wet Bulb.	Water at Surface.				
A. M.									A									
1				E. N. E.	E. N. E.	2.3			30.19	81	75				b.c.	cumulus	4	
2				"	"	3			30.17	80	75				"	"	4	
3				"	"	3			30.16	80	75				"	"	6	
4				E. by N.	"	3			30.14	80	75				"	"	6	
5				"	"	2			30.14	80	75				"	"	3	
6				E. by S.	"	1.2			30.14	80	75				"	"	4	
7				"	E. by S.	2			30.18	80	75				"	"	2	
8				"	"	2			30.20	80	75				"	"	1	
9				"	E. N. E.	2			30.21	80	79				"	circum	2	
10				E. by N.	"	3			30.23	81	84				"	"	3	
11				E. N. E.	"	2.3			30.22	82	84				"	"	5	
Noon.				"	"	3			30.20	82	84				"	"	5	

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

o f "

o f "

o f "

o f "

o f "

o f "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

o f "

o f "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1700

Coal consumed during the preceding 24 hours,

7 tons,

lbs.

Coal remaining on hand at noon,

77 " 960 "

P. M.																		
1				E. N. E.	E. N. E.	3			30.19	82	82				b.c.	cum. mist	3	
2				N. E.	"	3			30.17	82	83				"	"	3	
3				E. N. E.	"	3			30.15	82	83				"	var. cum.	3	
4				"	"	2.3			30.15	82	82				"	"	4	
5				"	"	2.3			30.16	82	82				"	"	6	
6				N. E. by E.	"	2.3			30.16	82	82				"	"	5	
7				"	"	2.3			30.16	82	80				"	var. cum.	3	
8				"	"	2			30.18	82	78				"	"	2	
9				E. by N.	"	2			30.20	82	76				"	"	4	
10				"	"	2			30.21	82	76				"	"	3	
11				E. by S.	"	2			30.22	81	75				"	"	1	
Mid.				"	"	2			30.21	80	75				"	"	2	

under the command of

Commander E. D. Strong
Saturday, February 20th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

5 by 6. Bright moonlight.

Fair to cloudy. Light to gentle breeze from E. N.E. and

J. E. Luby,
Lieutenant R. I. N.

From 4 to 8 A.M.

Cloudy and pleasant. Light breeze from E. N.E. to East. Rising barometer. From Royal Mail Steamer and Quaker Line Steamer Caribbei came in and anchored. Executed morning order. Liberty party returned. Received in Dept. of Supplies and Accounts fresh provisions as follows: 116 lb. bread, 140 lb. beef, 140 lb. vegetables.

L. M. Namee
Ensign U. S. N.

From 8 A.M. to Noon

Fair and pleasant. Light to gentle breeze from E. N.E. Barometer rising then falling. Covered topgallant yards and brail the gear at 9 A.M.

J. W. Jordan
Lieutenant R. I. N.

From Noon to 4 P.M.

Cloudy and warm. Light to gentle breeze from E. N.E. Barometer falling. Sent liberty party of men and boys on shore. Sent an officer to inform the Officer Commanding the Balmain on shore and the Commanding Officer of R. B. M. S. Tachet, that next Monday being the anniversary of the birth of Washington the Essex would be dressed in rainbow fashion at sunrise and a salute of 21 guns fired at noon. By order of the Commanding Officer confined H. B. Grantaym, A. 3. C., for one day in solitary confinement, on bread and water: offence, disobedience of order.

J. E. Luby,
Lieutenant R. I. N.

From 4 to 8 P.M.

Fair and pleasant. Light to gentle breeze from E. N.E. Barometer rising. The Apprentices, starboard watch, who stood on liberty, returned on time, excepting J. Trask, J. Tuttle, W. H. Ocker and M. L. Cook, all apprentices 3^d class.

J. W. Jordan
Lieutenant R. I. N.

From 8 P.M. to Midnight

Cloudy but pleasant. Bright moonlight. Light breeze from E. by N. and East.

J. E. Luby,
Lieutenant R. I. N.

Examined and found to be correct.

John H. Stewart
Lieutenant R. I. N.

Navigators

LOG of the UNITED STATES

Ship *Essex* Third Rate,
At anchor in Carlisle Bay Barbados, N.I.

										WIND.		BAROMETER.		TEMPERATURE.							
Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.		Force.	Heel.	Leeway.	Height in inches.		Ther. at 54.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Prep. of Clear Sky, in fifts.	State of the Sea.		
										A											
A. M.				E by S	E. N. E.		2			30.20	80	75				b.c.	cum. str.	3			
1				"	"		2			30.19	80	74				"	"	3			
2				East	"	1-2				30.18	80	74				"	"	2			
3				"	"	2				30.17	80	74				"	"	2			
4				E. N. E.	"	2				30.19	79	74				"	"	3			
5				"	"	2				30.19	79	75	74			"	"	6			
6				"	"	2				30.21	79	75	74			"	"	6			
7				N. E. by E.	"	2				30.21	79	75	74			"	"	6			
8				"	"	2				30.21	79	75	74			"	"	6			
9				E. by N.	"	2-3				30.27	81	82	79			"	"	4			
10				East	"	2-4				30.27	81	82	79			b.c. g.	"	5			
11				E. by N.	"	2-4				30.26	82	83	80			"	"	4			
Noon.				East	"	2-4				30.26	82	83	80			b.c. g.	"	4			

Position at 8 A. M. { Latitude by
Longitude byPosition at noon : { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon :

Distance made good since preceding noon :

Distance by Log since preceding noon :

Current per hour : miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water " during the preceding 24 hours,

Water remaining on hand fit for use at noon,

1200

Coal consumed during the preceding 24 hours,

1 tons, 800 lbs.

Coal remaining on hand at noon,

76 " 160 "

P. M.																			
1		East	East	3-5	30.24	82	83	80	b.c.g.	cum.	4								
2		"	"	3-4	30.20	82	83	80	b.c.g.	"	4								
3		"	"	3-4	30.19	82	79	80	"	"	5								
4		"	"	3-5	30.18	82	79	80	"	"	4								
5		"	"	3-4	30.18	82	82	80	"	"	4								
6		"	E. by N.	3-4	30.19	82	81	79	b.c.	"	4								
7		"	East	2-3	30.20	82	81	79	"	"	6								
8		"	"	3	30.21	82	81	79	"	"	7								
9		E. N. E.	"	2-3	30.23	82	78	77	"	cum. str.	7								
10		"	E. N. E.	3	30.24	82	78	77	"	"	6								
11		"	"	3-5	30.25	82	78	77	b.c.g.	cum. str.	5								
Mid.		"	"	3-4	30.25	81	78	77	b.c.g.d.	"	5								

under the command of

Commander E. T. Strong
Sunday February 2nd 1897

, U. S. Navy,

, 18 97.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Light E. N.E. breeze. Large steamer
came anchor off port beam at 1.40.

M. H. Hulme

Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Light breeze from E. N.E. Barometer rising. Received on board
in Dept. Supplies and Accoutrements 140 lbs. each of fresh beef and vegetables and 112 lbs. bread.
J. D. Drown, J. T. Butler and P. H. O'Brien, Apprentices 3rd Class returned from liberty 10 1/2 hours outtime.

J. N. Jordan

Lieutenant U. S. N.

From 8 A.M. to Noon

Cloudy and warm, with light squalls, passing showers last hour. Barometer
falling slowly. Light to moderate breeze from E by N. and East. At 9.45 mustered and inspected
at quarters. Commanding Officer completed ship and crew. At 10.30 held Divine Service on gun
deck. When put in place the Mercuial Barometer was found to be out of order.

J. B. Luby

Lieutenant U. S. N.

From Noon to 4 P.M.

Fair. Squally. Passing showers 2nd hour. Sent liberty party ashore at 1.15.
By order of Commanding Officer released A. B. Granteyn, A. 3. c. from confinement, term having
expired. Sent flags in distance lines, preparing to dress ship to honor.

M. H. Hulme

Lieutenant U. S. N.

From 4 to 8 P.M.

Fair to clear, squally first half. Light to moderate breeze from E by N. and
East. Barometer rising slowly. Made preparations for dressing ship.

J. B. Luby

Lieutenant U. S. N.

From 8 P.M. to Midnight

Clear to fair. Gentle to strong breeze from the East to E. N.E. By order
of Commanding Officer J. B. O'Brien, A. 3. c., was placed in solitary confinement on board
and water for his days, for petty theft.

M. H. Hulme

Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart

Lieutenant U. S. N.

Navigator

LOG of the UNITED STATES

Ship Essex. *Third Rate,*
At anchor in Carlisle Bay Barbados N.D.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at t'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.								A								
1				<i>NE by E.</i>	<i>NE by E.</i>	3		30.22	82	78	77		<i>b.c.</i>	<i>cum.</i>		7
2				<i>E by N.</i>	<i>E by N.</i>	3.4		30.22	80	78	77		"	"		6
3				"	"	2.3		30.20	80	78	77		"	"		4
4				"	"	2.4		30.20	79	77	76		<i>b.c.</i>	"		5
5				"	"	3.4		30.21	79	77	76		<i>b.c. p.p.</i>	<i>cum.</i>		5
6				"	"	2		30.21	80	77	76		<i>b.c.</i>	"		5
7				"	"	2		30.23	80	77	76		"	<i>cum.</i>		5
8				<i>E. NE</i>	"	3		30.24	80	82	79		"	"		6
9				"	"	3.4		30.26	81	81	80		"	"		5
10				"	"	4		30.27	82	83	81		"	"		5
11				"	"	4		30.25	82	81	82		"	"		5
Noon.				"	"	5		30.25	82	84	81		"	"		4

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

o " "
o " "
o " "
o " "
o " "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

o " "
o " "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

450 gallons.

Water *received* during the preceding 24 hours,

2400 "

Water remaining on hand fit for use at noon,

3000 "

Coal consumed during the preceding 24 hours,

tons, 800 lbs.

Coal remaining on hand at noon,

75 " 1600 "

P. M.																
1			<i>East</i>	<i>E by N.</i>	5	30.23	82	84	81		<i>b.c.</i>	<i>cum.</i>			6	
2			<i>NE by E</i>	"	5.6	30.20	83	83	81		"	"			4	
3			"	"	5.6	30.19	83	83	81		"	"			5	
4			<i>E. NE</i>	"	5.6	30.19	82	82	81		"	"			6	
5			"	"	4.5	30.19	82	82	81		"	"			5	
6			"	"	3.4	30.20	82	80	79		"	"			5	
7			"	"	3.4	30.21	82	80	79		"	"			8	
8			<i>East</i>	"	3.5	30.23	82	78	77		<i>b.c. p.p.</i>	<i>cum.</i>			4	
9			<i>E. NE</i>	"	3.4	30.23	82	78	77		<i>b.c.</i>	"			6	
10			"	<i>E. NE</i>	3.5	30.25	82	78	77		"	"			7	
11			"	"	3.5	30.25	82	78	77		"	"			7	
Mid.			<i>East</i>	<i>East</i>	3.4	30.24	81	78	77		"	<i>cum.</i>			7	

under the command of

Commander E. T. Strong
Monday, February 22nd

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Generally clear and pleasant. Light rain shower last hour. Gentle to moderate breeze in squalls from E. by E. to E by N. Moonlight.

R. D. Lisdale
Ensign U. S. N.

From 4 to 8 A.M.

Fair and pleasant, light passing shower first hour. Light to moderate breeze from E. by N. Carried out morning orders. At sunrise (6.20) dressed ship "rainbow fashion" and made shore. At 8 A.M. I. Talbot dressed ship "rainbow fashion" U. S. Ensign at the main. Liberty party returned. Received in Dept of Supplies and Accounts 112 lbs bread and 140 lbs each of beef and vegetables.

J. Luby,
Lieutenant U. S. N.

From 8 A.M. to Noon

Fair. Gentle to fresh breeze from E by N. At 9.30 mustered at quarters Officers from H. B. M. S. Talbot made social visit to the ship. At noon fired national salute in honor of the day, H. B. M. S. Talbot doing the same. Royal Mail steamer Orinoco came into port.

M. Mulne
Lieutenant U. S. N.

From Noon to 4 P.M.

Fair to cloudy. Stiff and fresh breeze from E. by N. Received from water boat of Barbados Water Co 24 00 gallons fresh water for ships use. Two English bark barkentine, and schooner and a French bark came into port. British Mail steamer "Idalt" left port. A visiting party of Naval Reserve Officers left the ship to return Mess calls.

R. D. Lisdale
Ensign U. S. N.

From 4 to 8 P.M.

Fair to clear. Fresh to gentle breeze from E by N. Light rain squall last hour. Sub sunrings below.

M. Mulne
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear to fair. Gentle to stiff Easterly breeze. Two steamers left the harbor. Moon rose about 11.20.

R. D. Lisdale
Ensign U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex
At anchor in Carlisle Bay, Barbados, N. I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.									A								
1				East	East	3-4			30.22	80	78	77		b.c.	cum.	8	
2					"	3-4			30.21	80	77	77		"	"	7	
3				N. by E.	"	3-4			30.20	80	77	77		"	"	7	
4				"	"	3-5			30.19	80	77	77		"	"	6	
5					"	2-3			30.19	80	77	77		"	"	6	
6				E. by N.	E. by N.	2-3			30.19	80	77	77		"	"	6	
7						2-3			30.21	79	78	77		"	"	7	
8				East	East	3-4			30.21	79	78	77		"	"	7	
9						3-4			30.24	81	78	77		"	"	7	
10				E. N. E.	E. N. E.	4-5			30.26	82	79	78		b.c.g.	"	6	
11				E. S. E.	"	4-6			30.25	81	81	80		b.c.g. p.	cum. ant.	5	
Noon.				E. N. E.	"	4-6			30.28	82	81	80		b.c.g.	"	5	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by D. R. 13 0 21' " N
Longitude by 57 0 43' " W

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 550 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 2450 "

Coal consumed during the preceding 24 hours, tons, 800 lbs.

Coal remaining on hand at noon, 75 " 800 "

Making passage to St. Kitts, N. I.

P. M.																	
1				E. N. E.	E. N. E.	3-5			30.21	82	83	81		b.c.g.	cum. ant.	5	
2				East	"	3-4			30.18	83	84	81		"	"	5	
3				"	N. E. by E.	3-4			30.16	83	83	81		"	"	5	
4				E. N. E.	E. N. E.	4-5			30.16	83	82	81		"	"	5	
5					"	4-5			30.17	83	80	80		"	"	6	
6	5	7	58.30	N. by N. 49 N.	E. by N.	4-6			1/2 30.19	81	80	80		"	"	6	
7	6	8	70.8	"	"	4-6			1/2 30.21	82	79	79		"	"	8	
8	7	0	77.8	"	"	4-6			1/2 30.21	82	79	79	79	"	"	7	7/8
9	6	7	84.5	"	"	4-6			1/4 30.24	82	79	79	79	"	"	6	
10	6	7	91.2	"	"	4-6			1/4 30.25	82	79	79	79	"	"	7	
11	6	8	98.0	"	"	5-6			1/4 30.25	82	79	79	79	"	"	8	
Mid.	7	0	5.0	"	"	5-6			1/4 30.24	81	79	79	79	"	"	7	

46 7

under the command of

Commander E. J. Strong
Tuesday, February 23rd

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Gentle to moderate breeze from East. Barometer falling. Bright moonlight.
L. M. Name
Ensign U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Light to gentle breeze from the East to E. by S. Executed morning orders. Received for crew 112 lbs fresh bread, 140 lbs. each of fresh beef and vegetables.

W. M. Name
Lieutenant U. S. N.

From 8 A.M. to Noon.

Fair. Moderate to fresh breeze in squalls from East to N.E. by E. occasional light passing showers during first half of watch. At 9.30 had quarters. Sent all Officers to L. B. Rm. I went to under stanks for canteen in dining ship on Feb 22nd. A party of Ward Room Officers returned a mess call on the Galley. Making preparations for sea. Unchipped propeller. By order of Commanding Officer E. Kallum A. S. C. was placed in solitary confinement for three days on bread and water. Officer "Shift". A Dutch ship, a Norwegian barque and an English lugger came in port and anchored. Loaded magazine flood cocks and found them in working order.

R. S. Tisdale
Ensign U. S. N.

From Noon to 4 P.M.

Fair and pleasant. Gentle to moderate and stiff breeze from E. N.E. to E. by E. Falling barometer. Got up and put rigging and crossed rigging at 2.30. Riggid in boom, hatted steam launch and unchipped accommodation ladder. Crew J. A. B. & C. was reduced to 2nd class conduct for attempting to evade debts contracted on shore.

L. M. Name
Ensign U. S. N.

From 4 to 8 P.M.

Clear. Moderate to fresh breeze from E. N.E. and E. by S. At 4.16 called all hands up anchor. Men up anchor made sail to topgallant sails casting to starboard and stood out of port anchor awright at 4.45. At 5.17 took departure, Bridgetown Light bearing S.E. distant 2 miles, point log 58.3. Draft of ship forward 13' 6". Aft 16' 8". Secured anchor with extra lashing and put in jackasses. At 7 North End of Barbados on starboard beam, distant about 4 miles by approximate bearings. At 6.50 took in and furlled topgallant sails. By order of Commanding Officer, J. D. M. Lewis A. S. C. released from confinement and restored to duty. Moderate sea.

R. S. Tisdale
Ensign U. S. N.

From 8 P.M. to Midnight

Clear and pleasant. Moderate to fresh breeze from E. by S. On course N by N 1/4 N. Under plain sail to topsails. Barometer nearly steady. Moderate Easterly sea.

L. M. Name
Ensign U. S. N.

Examined and found to be correct.

John Stewart
Lieutenant U. S. N.

Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Barbados, W.I. to St. Kitts, W.I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Heel.	Lowsy.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clouds, by symbols.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 4.	Air, Dry Bulb.	Air, Wet Bulb.	Water Surface.	Under Surface.				
A. M.	46	7	11.2	N. by E. 1/4 E.	E. by N.	4.6			30.22	81	79	79	79		b.c.g.	cum.	4	M.
1	6	1	17.4	N. by E. 1/4 E.	N. by E.	4.6			30.20	81	77	77	79		b.c.g.d.	"	3	"
2	2	0	23.4	N. by E. 1/4 E.	E. N. E.	2.6			30.18	81	77	77	79		"	"	4	"
3	4	0	30.5	"	"	5.6			30.17	80	79	79	79		b.c.g.	"	6	"
4	7	1	37.7	"	"	5.6			30.19	80	79	79	79		b.c.	cum.	7	"
5	7	2	44.3	"	"	5			30.21	80	79	79	79		"	"	7	"
6	6	6	50.6	N. by E. 1/4 E.	E. by N.	5			30.23	80	79	78	79		"	"	7	"
7	6	3	56.4	N. by E. 1/4 E.	"	5			30.25	80	80	79	80		"	"	6	"
8	6	3	62.6	"	"	5			30.28	80	80	79	80		"	"	6	"
9	10	0	66.6	"	"	5			30.29	81	81	80	80		"	"	7	"
10	7	5	74.1	"	"	5			30.28	82	81	80	80		"	"	6	"
11	6	9	81.0	"	"	5			30.26	82	81	80	80		"	"	6	"
Noon.	6	6	87.6	"	"	4									"	"	6	"

129.7 Distance by Log

Position at 8 A. M. { Latitude by D. R. 14° 03' " N.
 Longitude by Observation 60° 31' " W.

{ Latitude by observation 15° 04' " N.
 Longitude by observation 60° 56' " W.
 Position at noon: { Latitude by D. R. 14° 55' " N.
 Longitude by D. R. 60° 37' " W.

Course made good since preceding noon: departure N. by E.

Distance made good since preceding noon: 140 miles.

Distance by Log since preceding noon: 129.7 miles.

Current per hour: 1-0 miles, set N. by E. 1/4 E. true.

Position at 8 P. M. { Latitude by D. R. 15° 23' " N.
 Longitude by Bearings 61° 34' " W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 450 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 2000 "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, 75 " 800 "

P. M.																		
1	5	7	93.3	N. by E.	E. by N.	4			30.24	82	81	80	80		b.c.	cum.	6	M.
2	5	7	99.0	"	"	4			30.22	82	83	82	81		"	"	6	"
3	6	2	5.2	"	E. N. E.	4			30.20	82	84	83	81		"	"	6	"
4	3	1	12.0	N. by E. 1/4 E.	"	4			30.20	81	82	82	81		"	"	5	"
5	3	7	19.5	N. by E. 1/4 E.	E. by N.	4			30.20	82	82	82	81		"	"	6	"
6	4	8	26.9	N. by E. 1/4 E.	E. N. E.	3.4			30.20	82	81	81	80		"	cum. sim.	4	S.
7	5	1	30.8	"	"	3.5			30.24	80	78	78	80		b.c.g.d.	"	4	"
8	0	7	34.4	N. by E. 1/4 E.	"	3			30.25	80	77	77	79		b.c.	"	5	"
9	3	4	38.9	N. by E. 1/4 E.	"	3.5			30.26	79	77	77	79		"	"	7	"
10	2	5	41.4	N. by E. 1/4 E.	N. E. by E.	3			30.28	79	76	76	79		b.c.p.g.	"	4	"
11	5	1	46.5	"	"	4			30.27	79	76	76	79		"	"	8	"
Mid.	7	3	53.7	"	E. N. E.	5.6			30.27	79	77	77	79		"	"	7	"

65.7

4-26

under the command of

Commander E. J. Strong
Wednesday February 24th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Weather generally fair and pleasant light drizzle between 2.30 and 3.30. Light to stiff breeze with fresh squalls from E. by N. to NE by E. Barometer falling. Steering a course N. by N. W. and by the wind on starboard tack, under square sail to topsails, jib, for topmast staysail and spunkier.

J. W. Jordan,
Lieutenant U.S.N.

From 4 to 8 A.M.

Fair to clear and pleasant. Stiff to fresh breeze from E. NE and E. by N. Moderate sea. Steering course N. by N. W. until 6.05 when changed to N. W. N. and at 7.00 to N. by N. W. and at 7.35 to N. W. N. Under plain sail to topsails at first, at 6.05 took in fore topmast staysail, starboard clew of mainsail and spunkier. At 7.15 set them again and in sight bearing to the Wd and N. and Wd. after daylight.

J. W. Jordan,
Lieutenant U.S.N.

From 8 A.M. to Noon.

Clear and warm. Strong to moderate E. by N. breeze. At 8.15 set topgallant sails. Passing to windward of Martinique. At 9.30 mustered at quarters. Examined Forward Division at gun instruction: 2nd Division the same: 1st Division, gymnastics, pistols and sledge sticks: 3rd Division, gun instruction. After Forward Division signals. At 10.45 inspected and aired bedding. At noon changed course to N. by N. patent log 27.6.

W. H. Hulme,
Lieutenant U.S.N.

From Noon to 4 P.M.

Fair and warm. Moderate breeze from E. by N. and E. NE. On course N. by N. until 3.30, when by order of Commanding Officer changed to N. W. N. (pc) patent log 28.3. At 4.15 hauled up weather clew of mainsail setting it again at 5.30. During 1st period examined starboard watch book cases at Arm and Arm Detach Saline. During 2nd period, examined forecastle appearance of watch at loosing and fueling on Monkey yard. Moderate sea and ground swell, ship rolling. At 12.35 sighted Island of Dominica on starboard bow and at end of watch about 4 miles distant on starboard beam.

R. T. Fishale,
Ensign U.S.N.

From 4 to 8 P.M.

Fair and pleasant. Gentle to moderate and stiff breeze from E. by N. to E. NE. Rising barometer. On course N. W. N. till 4.20 when changed course to N. W. by N. patent log 14.4. At 5.10 changed course to N. by N. W. N. patent log 20.9 and set spunkier. At 6.15 took in and fuelled topgallant sails. At 7.30 also headed off course to N. W. by N. Smooth sea in lee of Island. Breeze squalls to windward around the land. At 5.10 took Pett Head bro E. by N. (true) distant 5 miles.

L. M. H. H. H.,
Ensign U.S.N.

From 8 P.M. to Midnight

Fair with passing clouds and mist. Gentle to stiff breeze with stiff to fresh breeze in squalls from NE. by E. to E. NE. Barometer rising then falling then steady. Steering a course N. by N. W. N. and by the wind on starboard tack. No change in sail.

J. W. Jordan,
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart,
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third* Rate,
Making passage from Barbadoes, W.I. to St. Kitts, W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.				TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1	6	7	60.4	S by N 1/4 N	East	5.7	1	30.25	79	77	77	79	b.c.g.p.	cum.		4	M	
2	6	6	67.0	"	"	5.7	1	30.24	79	77	77	79	"	"		4	"	
3	3	5	70.5	N. N. W. 1/2 N.	N. E. by E.	3.4	1	30.22	79	77	77	79	b.c.g.	"		4	S	
4	1	0		N. N.	N. E.	2	1	30.22	79	77	77	79	b.c.	"		4	"	
5	1	0	70.5	N. N. 1/4 N.	N. E. by N.	2	1/2	30.22	79	77	77	79	"	"				
6	2	6	73.1	N. N. W.	N. E. by E.	2.3	1/2	30.25	80	77	77	79	b.c.g.p.	cum. nit.		3	"	
7	2	0	74.0	N. by N 1/4 N.	E. N. E.	1.2	1	30.27	79	78	77	80	b.c.	cum. nit.		5	"	
8	2	0		"	"	1.2	1	30.27	80	80	78	79	"	"		6	"	
9	2	6	76.4	N. by N 1/4 N.	"	3.4	1	30.30	80	80	80	79	"	"		6	"	
10	5	5	84.5	N. by N.	"	4	3/4	30.31	80	81	80	79	"	ex. cum.		7	"	
11	6	0	90.5	"	"	4.5	3/4	30.29	81	81	81	79	"	"		5	M.	
Noon.	7	2	97.7	"	E. by N.	5.7	1	30.28	80	77	77	79	b.c.g.p.	cum. nit.		4	"	

11 6 8 *Sutane by Log.*

Position at 8 A. M. { Latitude by *Beauvois*
Longitude by *Beauvois*
Latitude by observation *Beauvois*
Longitude by observation "
Position at noon: { Latitude by D. R. *From 5 P.M. Feb. 21*
Longitude by D. R. " " "

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

16 0 03' " N.
61 0 59' " N.
16 0 26' " N.
62 0 10' " N.
16 0 20' " N.
62 0 05' " N.
N 1/4 1/2 N.

108 miles.
116.8 miles.

0 " "
0 " "

4 50 gallons.

1550 "

tons 800 lbs.

75 " — "

P. M.	2	8	100.5	North by East	E. by N.	5.7	30.25	80	78	77	79	60.9 p.	cum. nit.	6	M.
1	4	3	4.8	N. E.	"	5.7	30.23	80	78	77	79	"	"	7	"
2	3	3	11.9	"	"	5.7	30.23	80	78	77	79	"	"	5	"
3				S. E.	S. E. by E.	5.7	30.23	80	79	77		"	"	6	"
4				S. E. by E.	East	5.6	30.23	80	79	77		"	"	7	"
5				E. N. E.	E. by N.	5.6	30.24	79	79	77		60.9 p.	"	5	"
6				S. E. by E.	E. S. E.	4.6	30.24	79	79	77		"	"	5	"
7				S. E.	"	3.6	30.25	79	78	74		"	"	5	"
8				East	East	3.6	30.26	79	77	74		60.9 p.	"	4	"
9				E. by N.	"	3.6	30.28	80	78	74		60.9 p.	"	5	"
10				E. S. E.	"	2.6	30.29	80	78	74		"	"	6	"
11				E. by N.	"	3.6	30.29	79	78	74		"	"	6	"
Mid.				S. E.	"	3.6	30.29	79	78	74		"	"	6	"

under the command of

Commander E. J. Strong
Thursday, February 25

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy and squally, with passing showers first half. Moderate to fresh breeze from East first half falling light and hauling to SE and E last half. Steaming under S by N 1/4 N first half. By the wind, on starboard tack last half. Under plain sail to under topsails. At 12.15 took in mainsail and spankers. At 1.30 hauled down and stowed jib and single reefed the topsails. At 3.15 set mainsail. Foughted South end of Guadalupe about 2, bearing about E by N.

E. J. Strong
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy, passing showers 2nd hour. Light air to gentle breeze from N.E. by N to E. N.E. At 5.40 set jib and spanker and at 6.20 struck out reefs from topsails and made sail to royal. At 5.05 ship came up to ensue, put over patent log reading 73.1 and hauled it in again at 6.45 reading 74. Executed morning orders.

W. H. Mulvey
Lieutenant U.S.N.

From 8 A.M. to Noon.

Fair to cloudy. Moderate to very fresh breeze in squally especially last hour from E. N.E. and E by N. with light rain. On course N by N 1/4 N until 8.30, when by order of Commanding Officer changed to S by N. patent log 76.4, not making it known until 10 o'clock and thereafter. By same authority changed to N 1/2 N (point) at 12, patent log 97.7. At 9.20 sighted the high land of Montserrat Island bearing about N by E. At 9.40 had quarters, and then inspected apprentices boys. By order of Commanding Officer placed Ch. L. French App. 3rd class in solitary confinement on bread and water for 5 days: offense threatening to assault a petty officer. At 9.20 took bin and fueled cycle and flying jib and at 11, the topgallant sails. At end of watch center of Montserrat bore about N by E, distant about 15 miles and N.E. end of Guadalupe E by S.

R. D. Tisdale
Ensign U.S.N.

From Noon to 4 P.M.

Chatter fair. Shift to fresh breeze from E. by N. to East with light rain squalls. On course N 1/2 N. under plain sail to topsails till 12.15 when changed course to North, patent log 5. Standing in for an anchorage off Plymouth, Island of Montserrat: at 1.55 changed course to N 1/2 E. patent log 8.6. At 2 o'clock called all hands took in courses and fore topsails staysail and at 2.18 rounded to and came to anchor in 9 1/4 fathoms, soft bottom, and moved to 14.5 fathoms outside; removed the chain. Hoisted sails. Bearings from anchorage: Ship's head E by S. Brandy Point N 1/2 S. Wharf S.E. by E 1/2 E. Old Water Mill E. N.E. Received a visit from the Coast Officer and sent an officer to call on the American Vice Consul. Flipped starboard accommodation ladder.

J. M. Ramey
Ensign U.S.N.

From 4 to 8 P.M.

Clear and pleasant, light passing showers last hour of watch. Gentle to moderate breeze with fresh squalls from E. S.E. to East. Barometer rising. Broke one row lock in whale boat while ashore in Plymouth. Moderate rain, caused by boat running under lading, owing to heavy swell. Took in starboard accommodation ladder.

From 8 P.M. to Midnight.

Fair and squally. Gentle to fresh breeze from East. Barometer rose slightly first part.

J. M. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

E. J. Strong
Lieutenant U.S.N.

John L. Stewart
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from Barbados, to St. Kitts, N. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prep. of Clear Sky, in tenths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 1/2.	Air by Bulb.	Wet Bulb.	Water at Surface.				
A. M.																	
1	14	2		SE.	SE.	4-6			30.28	78	75	72		b.c. pg.	cumul.	4	
2				E by N.	E SE.	4-6			30.26	78	77	73		"	"	4	
3				E SE. 1/2 E.	"	4-6			30.25	78	76	72		"	"	4	
4				East	"	4-6			30.26	78	75	72		"	"	6	
5				E by S.	East	4-5			30.27	78	75	72		b.c. g.	"	4	
6				f	"	4-6			30.28	78	75	73		b.c. pg.	"	4	
7			13.9		E NE.	4-6			30.32	78	78	73		b.c. g.	"	5	
8	2	8	16.4	SE. 1/2 E.	"	4-5			30.34	79	79	73		"	cumul.	6	
9	5	4	21.8	N. by E.	"	4-5			30.36	79	79	73		"	"	6	
10	1	0	23.2	N. by E.	"	5-6			30.37	80	79	75	78	"	cum.	6	
11	3	8	25.0	N. 1/2 E.	"	6			30.37	79	79	75	78	"	"	6	
Noon.	5	8	40.8	N. 1/2 E.	E by N.	5-7			30.37	79	77	74	78	"	"	4	

48.6 Distance by Log.

Latitude by

Position at 8 A. M. Longitude by

Latitude by observation Bearings

Longitude by observation

Position at noon: Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. Latitude by

Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prep. of Clear Sky, in tenths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 1/2.	Air by Bulb.	Wet Bulb.	Water at Surface.				
P. M.																	
1	3	8	51.2	SE.	E by N.	4-6			30.34	79	77	74	78	b.c. g.	cumul.	5	
2	1	0	52.4	N. by E.	"	4-7			30.32	80	80	77	78	"	"	5	
3	2	3	54.4	N. by E.	"	4-6			30.31	79	79	77	78	"	"	5	
4			61.7	"	"	3-5			30.31	79	79	77		"	"	5	
5				E by N.	"	4-6			30.31	80	79	76		"	"	6	
6				"	"	4-6			30.31	80	79	76		"	"	4	
7				"	East	3-6			30.32	80	78	75		"	cumul.	3	
8				"	"	3-5			30.33	80	78	74		"	"	2	
9				East	"	3-6			30.34	80	78	74		"	"	4	
10				E. by N.	"	3-6			30.36	80	78	75		"	"	8	
11				"	"	3-5			30.36	80	77	75		"	"	8	
Mid.				"	"	3-5			30.35	79	77	75		"	"	7	

13. 7

4-26

under the command of

Commander E. T. Strong
Friday, February 26th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair. Squally with passing showers. Moderate to fresh breeze from SE to SSE in squalls off the land. Between two and three steamers stood into roads and remained underway close to land.

M. A. Plue
Lieutenant U.S.N.

From 4 to 8 A.M.

Fair. Moderate to fresh breeze in squalls over mountain tops of Mascarene from East and ENE. Light rain showers. At 7.10 hauled all hands up anchor: made sail to topsails: anchor awigh 7.25. At 7.35 took departure from anchorage setting course N. N. W. 1/2 W. (p.e.) Lighted the Island of Reine at 7.45 right ahead. Ships draft forward 13' 6" aft 16' 6".

R. D. Fisher
Ensign U.S.N.

From 8 A.M. to Noon

Fair, with rain squalls to windward and around land. Shift to fresh breeze from E. N. E. to E. by N. Steady barometer. At beginning of watch on course N. N. W. 1/2 N. At 8.10 at topgallant sails: changed course during watch as follows: at 8.50 to N. N. W. 1/2 N.: at 9.00 to E. by N.: at 9.55 to N. N.: at 10.15 to N. N. W. 1/2 N. at 11.20 to E. by N. Hauled up mainmast and furlled at 10 o'clock. At 11 o'clock took in and furlled topgallant sails: at 11.30 took in foremast and at 11.30 the speaker had quarters for inspection at 9.30 and received port watch of appearance as follows: - Powder Divisions, great guns: 1st Division, setting up and gun instructions: 2nd Division, great guns: 3rd Division, stations of great guns. Set up smoke pipe and started fire in boiler A and B at 10.30. Released from confinement by order of Commanding Officer, Kallan E. U.S.N., his periods of confinement having expired. At end of watch standing along off the Southern creek of the Island of Reine, Commanding Officer coming the ship. Carried signal clear.

L. M. Name
Ensign U.S.N.

From Noon to 4 P.M.

Clear and pleasant. Moderate to very fresh breeze from E. by N. Barometer falling. Steering a course N. N. W. by N. Under foresail, topsails jib, for against staypoil and spinnaker. At 12.05 wore ship and stood by the wind on port tack. At 12.45 wore ship and steered a course N. N. W. by N. Hauled up foresail at 12.10, set it again at 12.50 and hauled up main topsail. Standing up towards St. Kitts, Commanding Officer coming the ship. At 3.15 backed main topsails and coupled up. Afterwards took in and furlled all sail and stood into weather under steam alone. At 3.30 came to with standard anchor in 6 1/2 fathoms water running to 30 fathoms on starboard chain. Bearings at anchorage: Ship head E 1/4 N: Light House N. N. W. 1/2 N. Signal Station S. by E. 1/2 E. 1/2 S. Distilling. Did a Rational salute of 21 guns English flag at the main, which salute was returned gun for gun from battery on shore. Keated Officer came on board and greeted party.

J. M. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M.

Cloudy with gentle to fresh breeze from E. by N. to East. Put an officer to call on the American vice consul who later paid an official visit to the ship. Did a salute of 5 guns with American Ensign at the fore on his departure. Distilling.

L. M. Name
Ensign U.S.N.

From 8 P.M. to Midnight

Clear and pleasant. Gentle to fresh breeze from East. Barometer rising, then falling. Distilling.

J. M. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

John C. Stewart
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship *Essex*, Purd Rate,

At anchor in Bass Point Roadstead, St. Kitts, B. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1				E. by N.	E. by N.	3-6			30.33	79	78	75		b.c.g.	cum. mtd.		5	
2				E. N.E.	"	3-6			30.30	79	77	75		b.c.g.	"		0	
3				East	"	3-6			30.30	79	76	75		"	"		0	
4				E. by N.	"	4-6			30.29	79	76	75		b.c.g.	"		4	
5				"	"	4-6			30.26	80	75	73		"	"		4	
6				"	"	4-6			30.31	80	75	73		b.c.g.	"		0	
7				"	"	4-5			30.31	79	75	74		b.c.g.	"		4	
8				"	"	4-5			30.31	79	75	75		b.c.g.	"		4	
9				E. N.E.	E. N.E.	4-5			30.34	80	80	76		"	"		3	
10				"	"	4-5			30.35	80	82	77		"	"		4	
11				East	"	4-7			30.35	79	82	77		b.c.g.	"		2	
Noon.				E. by N.	"	4-5			30.33	79	81	78		b.c.g.	"		4	

13.7 Distance by Log.

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

1/2 miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water *received* during the preceding 24 hours,

900 "

Water remaining on hand fit for use at noon,

1300 "

Coal consumed during the preceding 24 hours,

1 tons, 2080 lbs.

Coal remaining on hand at noon,

70 " 240 "

P. M.																		
1				E. N.E.	E. N.E.	4-5			30.32	79	80	79		b.c.g.	cum.		5	
2				East	East	4-5			30.30	81	82	77		b.c.g.	"		6	
3				E. by N.	E. by N.	4-5			30.29	81	82	77		"	"		7	
4				E. N.E.	E. N.E.	4-5			30.28	81	81	78		"	"		6	
5				E. by N.	"	4-5			30.27	81	80	78		"	"		5	
6				"	"	4-5			30.27	81	80	78		"	"		4	
7				E. N.E.	"	4-5			30.29	81	79	77		"	cum. mtd.		4	
8				"	"	4-6			30.29	81	79	77		"	cum.		4	
9				"	"	4-6			30.33	80	78	77		"	"		2	
10				East	"	2-5			30.33	80	78	76		b.c.g.	cum. mtd.		3	
11				"	"	3-6			30.33	80	78	76		"	"		3	
Mid.				E. by N.	"	3-6			30.32	80	78	76		"	"		3	

under the command of

Commander E. D. Strong
Saturday, February 24th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy to overcast equally with passing showers. Gentle to fresh breeze from E. by N. Steamer came in and anchored.

J. B. Ledy,
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy and with passing rain squalls. Moderate to fresh breeze from E. by N. Executed mending orders.

L. M. Hames
Ensign U.S.N.

From 8 A.M. to Noon.

Fair and pleasant, with passing rain squalls. Moderate breeze with very fresh squalls from E. N.E. Barometer rising then falling. Commanding Officer paid Jan official visit to the Governor of the Leeward Islands, and to the Administrator of St. Kitts.

J. N. Jordan,
Lieutenant U.S.N.

From Noon to 4 P.M.

Fair to clear and pleasant for the greater part, light squalls passing showers first hour. Moderate to stiff breeze from E. N.E., E. by N. and East. Apprentices engaged sewing and mending.

J. B. Ledy,
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear and pleasant. Moderate breeze with stiff squalls from E. N.E. Barometer rising then falling.

J. N. Jordan,
Lieutenant U.S.N.

From 8 P.M. to Mid.

Cloudy and squally with light passing showers last three hours. Light to fresh breeze from E. N.E.

J. B. Ledy,
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third*

At anchor in Bass River Roadstead, St. Kitts, W. I. Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Wind, by gales.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.								A									
1				East	East	4-6		30.30	79	78	76		b. c. y. p.	cum.		5	
2				E. by S.	E. by S.	4-5		30.28	79	78	76		"	"		2	
3				E. N. E.	E. N. E.	4-5		30.26	79	75	75		"	"		4	
4				E. by N.	E. by N.	4-5		30.25	79	75	75		"	"		5	
5				East	"	3-5		30.26	79	78	76		b. c. y.	"		5	
6				E. by N.	"	4-6		30.26	79	78	76		"	"		4	
7				"	"	4-6		30.27	79	78	77		o. c. y. p.	"		0	
8				"	"	4-6		30.30	79	78	77		"	"		0	
9				East	"	4-6		30.34	79	79	78		"	"		0	
10				E. by N.	E. N. E.	4		30.33	79	80	79		o. c.	"		0.	
11				"	"	4-5		30.31	80	82	80		b. c. y.	"		3	
Noon.				"	"	4-6		30.29	82	82	80		"	"		4	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

500 gallons.

950 "

1750 "

1 tons, 1440 lbs.

68 " 1040 "

P. M.																	
1				E. by N.	E. N. E.	4-6		30.26	80	82	80		b. c. y.	cum.		4	
2				E. N. E.	"	4-6		30.23	80	82	80		"	"		4	
3				"	"	4-6		30.21	80	81	80		"	"		3	
4				East	"	4-6		30.21	81	81	80		"	"		4	
5				E. by N.	E. by N.	4-5		30.22	81	80	79		"	"		4	
6				East	East	4-5		30.22	81	80	79		"	"		4	
7				"	E. N. E.	4-5		30.23	81	80	79		"	"		6	
8				E. by N.	"	4-5		30.25	80	80	79		"	"		7	
9				E. N. E.	"	4-5		30.29	81	80	79		"	"		7	
10				"	"	4-5		30.30	81	79	78		b. c. y. p.	"		6	
11				"	"	4-5		30.30	80	79	78		"	"		6	
Mid.				"	"	4-5		30.30	80	79	77		b. c. y.	"		4	

under the command of

Commander E. T. Strong
Sunday February 28th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy. Moderate to fresh breeze from E by S to ENE
in squalls. Passing shows. Distilling.

W. M. Hulme
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant first part of watch, cloudy, passing shows latter
part. Gentle to moderate breeze with fresh squalls from E by N. Received in Dept.
Supplies and Accounts, 112 lbs. fresh bread, and 140 lbs. each of fresh beef and vegetables.

J. M. Jordan
Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear to cloudy with squalls, light passing shows first hour. Moderate to
fresh breeze from E by N. and E. N. E. At 9.30 mustered and inspected crew and apprentices at
quarters. Commanding Officer inspected ship and crew. At 10.00 held Gunner's Exam on gun deck.
Distilling

J. B. Luby
Lieutenant U. S. N.

From Merid. to 4 P.M.

Cloudy. Moderate to fresh E. N. E. breeze in squalls. Left liberty party ashore
at 1.15. The Commanding Officer visited the Federal ship *Saratoga*. Distilling. Steamer *Cahoon*
got underway and stood out at 4.

W. M. Hulme
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair to clear and pleasant, squally. Moderate to stiff breeze from E by N.,
E. and E. N. E. Barometer rising. Visiting party returned from P. M. S. *Saratoga*. Distilling.

J. B. Luby
Lieutenant U. S. N.

From 8 P.M. to Mid.

Fair. Moderate to strong E. N. E. breeze. Distilling.

W. M. Hulme
Lieutenant U. S. N.

Approved

E. T. Strong
Commander U. S. N.
Commanding.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N.

Navigator.

LOG of the UNITED STATES

Ship Essex. *Third* Rate,
At anchor in Base Tern Roadstead, St. Kitts, W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction & Force of Surface Wind.	Direction & Force of Under Wind.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.						
A. M.																				
1				NE by E	E NE		4-6			30.30	80	78	77			b.c.p.	cum. mist			7
2				E. NE	"		4-6			30.29	80	78	77			"	"			4
3				"	"		4-6			30.26	80	78	77			"	"			6
4				"	"		4-6			30.25	80	78	77			b.c.	"			6
5				"	"		4-6			30.25	80	78	77			b.c.p.	"			4
6				"	"		4-5			30.28	79	78	77			b.c.	"			3
7				"	"		4-5			30.30	79	78	77			"	"			4
8				"	"		4-5			30.32	79	78	77			"	"			5
9				E. by N.	"		4-5			30.32	80	79	78			"	"			5
10				"	"		4-5			30.33	80	80	79			"	"			5
11				"	"		4-5			30.32	81	82	81			"	"			6
Noon.				E. NE	"		4			30.30	81	83	81			"	"			6

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water *distilled* during the preceding 24 hours,

1150 "

Water remaining on hand fit for use at noon,

2400 "

Coal consumed during the preceding 24 hours,

2 tons, 480 lbs.

Coal remaining on hand at noon,

66 " 560 "

P. M.																					
1		E. N.E.	E. N.E.	4		30.28	81	83	81	b.c.m.	cum.	5									
2		E. by N.	"	4		30.26	81	83	81	"	"	6									
3		"	"	4-5		30.25	81	83	81	b.c.m.g.	"	5									
4		"	"	4-5		30.25	81	83	81	"	"	5									
5		"	"	3-4		30.25	81	83	81	b.c.m.	"	5									
6		"	"	3-5		30.25	81	83	80	"	"	2									
7		N.E. by E.	"	3-5		30.26	80	79	79	b.c.m.g.p.	cum. mist	4									
8		E. N.E.	N.E. by E.	4-5		30.26	80	79	79	b.c.m.	"	7									
9		N.E.	"	4-6		30.27	81	79	79	"	"	7									
10		N.E. by E.	"	4-6		30.28	81	78	78	"	"	7									
11		E. N.E.	E. N.E.	4-6		30.28	81	78	78	"	"	8									
Mid.		N.E. by E.	"	4-6		30.27	80	78	78	"	"	8									

under the command of

Commander E. J. Strong
Monday, March 1st

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Generally fair. Moderate to fresh breeze in squalls from E.N.E. with light passing rain showers. Distilling.

R. D. Lindale
Ensign U. S. N.

From 4 to 8 A.M.

Cloudy and squally, light passing showers first hour. Moderate to fresh breeze from E.N.E. Barometer rising. Received no morning orders. Liberty men returned. Received in Dept. of Supplies and Accounts 112 lbs. bread and 140 lbs. each of beef and vegetables.

J. C. Ruby,
Lieutenant U. S. N.

From 8 A.M. to Noon.

Fair. Moderate to strong E.N.E. breeze. At 9.30 mustered at quarters, then carried Divisions as follows: 1st - Forward Order and First, gunnery instruction: 2nd at General quarters: 3rd angle strikes: After Order at signals. At 11, the Hornet of A. Kette, made an official visit to the ship and upon her departure was saluted with 17 guns. Distilling.

M. M. Hulme
Lieutenant U. S. N.

From Noon to 4 P.M.

Fair and hazy. Moderate to stiff breeze from E.N.E. Examined starboard watch boat crew at boat under way. By order of Commanding Officer, J. M. Zundell App. 3rd, was placed in confinement on bread and water for one day, offence - disrespect to a petty officer.

R. D. Lindale
Ensign U. S. N.

From 4 to 8 P.M.

Cloudy to clear. Gentle to strong breeze from E.N.E. to N.E. by E. in squalls with light showers 3rd hour. Three steamers came into roads. By order of Commanding Officer Alfred R. Bacon A. 3rd, was placed in single row to avoid the action of the Navy Dept. offence - Theft. Distilling.

M. M. Hulme
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear. Moderate to fresh breeze in squalls from N.E. by E. and E.N.E. Distilling.

R. D. Lindale,
Ensign U. S. N.

Examined and found to be correct.

John H. Stewart
Lieutenant U. S. N.

Navigator.

LOG of the UNITED STATES

Ship Essex *Third*
At anchor in Bass Lane Roadstead, St. Kitts, W. I. Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at 4 ft.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.									A								
1				E. N. E.	E. N. E.	4-5			30.25	80	78	78		b.c.m.g. d.	cum. nimb.	6	
2				"	"	4-5			30.24	80	78	78		"	"	4	
3				"	"	4-5			30.23	80	78	78		b.c.m.g.	"	4	
4				"	"	4-5			30.22	80	78	78		"	"	4	
5				E. by N.	"	4-5			30.21	80	78	78		"	"	4	
6				E. N. E.	"	4-6			30.23	80	78	78		"	"	3	
7				"	"	4-6			30.25	80	78	78		"	"	4	
8				"	"	4-5			30.26	80	78	78		"	"	5	
9				E. by N.	"	4-5			30.28	80	79	78		"	"	5	
10				"	"	4-5			30.28	80	80	79		"	"	4	
11				"	"	4-5			30.28	80	80	79		"	"	3	
Noon.				E. N. E.	"	5			30.28	80	81	80		o.c.m.	"	0	

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

500 gallons.

800 "

2700 "

tons, 720 lbs.

65 " 2080 "

P. M.																	
1				E. N. E.	E. N. E.	5			30.26	81	82	81		b.c.	cum.	5	
2				"	"	4-5			30.23	81	82	81		"	"	6	
3				"	"	4-5			30.21	81	82	81		"	"	6	
4				"	"	4-5			30.21	81	82	81		"	"	6	
5				"	"	4-6			30.22	81	82	81		"	cum. nimb.	6	
6				"	"	4-5			30.21	81	80	79		"	"	5	
7				"	"	4-5			30.24	81	80	79		"	"	6	
8				"	"	4-5			30.24	80	80	79		"	cum. nimb.	4	
9				"	"	4-6			30.28	80	78	78		b.c.g.	"	5	
10				"	"	4-6			30.29	80	78	78		"	"	4	
11				"	"	4-6			30.30	80	77	77		b.c.g.	"	4	
Mid.				"	"	4-5			30.31	80	77	77		"	"	5	

under the command of

Commander E. T. Strong
Tuesday March 2nd

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Falling barometer.

Fair. Moderate to stiff breeze in squalls from E. N.E.

J. M. Name
Ensign U. S. N.

From 4 to 8 A.M.

Fair to cloudy. Moderate to strong breeze from E. N.E. in squalls. At 4.07 stopped distilling and hauled fire. At 6 the steamer Quaker Castle got underway and stood out to sea. Received for use of crew 112 lbs. fresh bread and 140 lbs. each fresh beef and vegetables. Executed morning orders.

W. H. Name
Lieutenant U. S. N.

From 8 A.M. to Noon.

Cloudy to overcast. Light passing rain shows 3rd hour. Moderate to stiff breeze from E. N.E. At 9.30 had quarters and exercised apprentices as follows: - Port watch crew of 1st and 2nd Cutters and Whaler at boats under oars. Powder Division, infantry: 1st Division small arms; 2nd Division gun drill; 3rd Division signals and single sticks. By order of Commanding Officer, A. S. Dicks, A. S. C., was released from confinement and by same authority, Koppinborfer, A. S. C., was placed in solitary confinement on bread and water for 2 days. Officer Jumping rebound from 1st better.

R. S. Dicks
Ensign U. S. N.

From Noon to 4 P.M.

Fair and pleasant. Moderate to stiff breeze from E. N.E. Falling barometer. Exercised port watch of apprentices at boats and steamship and starboard watch at signals. Released from confinement by order of Commanding Officer, J. N. Jewell, A. S. C., his period of confinement being expired. Confined by same authority, to punishment of 2 days solitary confinement on bread and water, Kneeling, A. S. C., officer using abusive language to a petty officer.

J. M. Name
Ensign U. S. N.

From 4 to 8 P.M.

Fair. Moderate and stiff breeze from E. N.E. Exercised apprentices at setting up drill.

R. S. Dicks
Ensign U. S. N.

From 8 P.M. to Midnight.

Fair. Moderate to fresh breeze from E. N.E. Rising barometer. Passing showers and lightning to S.E.

J. M. Name
Ensign U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in Bass Terre Roadstead St. Kitts, N. I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at 1/4.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.				E. N. E.	E. N. E.	3-4			30.28	80	77	77		b.c.	cumulus	4	
1				"	"	3-4			30.26	79	77	77		"	"	5	
2				"	"	3-4			30.24	79	77	77		"	"	6	
3				"	"	3-4			30.24	79	77	77		"	"	6	
4				"	"	4-5			30.24	79	77	77		"	"	6	
5				"	"	3-4			30.25	79	77	77		"	"	4	
6				"	"	3-4			30.26	79	78	77		"	"	5	
7				N. E. by E.	"	3-4			30.27	79	78	77		"	"	4	
8				E. N. E.	"	3-4			30.29	80	81	80		"	"	5	
9				"	"	4			30.29	80	81	80		"	"	5	
10				"	"	4			30.28	80	82	81		b.c.m.	"	4	
11				"	"	3-4			30.26	80	82	81		b.c.	"	5	
Noon.				"	"												

Position at 8 A. M. { Latitude by
 Longitude by

Position at noon: { Latitude by observation
 Longitude by observation
 Latitude by D. R.
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
 Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water

during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

2200 "

Coal consumed during the preceding 24 hours,

tons, 800 lbs.

Coal remaining on hand at noon,

65 " 2080 "

P. M.				E. N. E.	E. N. E.	3-4			30.25	80	82	82		b.c.m.	cum.	6	
1				"	"	3-4			30.24	80	82	82		"	"	5	
2				"	"	3-4			30.23	80	82	82		"	"	6	
3				E. by N.	"	3-4			30.20	81	81	81		"	"	6	
4				E. N. E.	"	2-3			30.20	81	81	81		b.c.	cumulus	5	
5				"	"	2-3			30.21	81	81	81		"	"	4	
6				"	"	2-3			30.21	80	81	81		"	"	6	
7				"	"	3			30.24	80	79	77		b.c.m.v.	"	3	
8				"	"	2-5			30.24	81	79	77		b.c.g.p.	cum.	7	
9				"	"	2-3			30.25	81	77	76		b.c.	"	7	
10				"	"	2-3			30.25	81	77	76		"	"	7	
11				"	"	2-3			30.24	81	76	75		"	"	7	
Mid.				"	"	2-3											

under the command of

Commander E. J. Strong,
Wednesday, March 3rd

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Gentle to moderate breeze from E. N.E.
Barometer falling. Mail steamer "Onisco" left the harbor at 12.20

J. M. Jordan,
Lieutenant U. S. N.

From 4 to 8 A.M.

Fair and pleasant. Moderate and gentle breeze from E. N.E. Received in
Supplies and Accounts following fresh provisions: 112 lbs bread, 140 lbs beef and 140 lbs
vegetables.

R. D. Lisle,
Ensign U. S. N.

From 8 A.M. to Noon.

Fair and pleasant. Gentle to moderate breeze from E. N.E. Had quarters
at 9.30 and exercised at up and down topgallant and royal yards.

L. W. Kamm,
Ensign U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Gentle to moderate breeze from E. N.E. Barometer
falling. Tended out clothing and small stores.

J. M. Jordan,
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair and pleasant. Light to gentle breeze from E. N.E. Mail steamer
"Canby" went to sea at 7.30. Took liberty party ashore.

L. W. Kamm,
Ensign U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant with passing showers first part of watch. Light to
gentle breeze with stiff squalls first part of watch. Barometer rising then falling.

J. M. Jordan,
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third*

At anchor in Bassett Lane Roadstead, St. Kitts, W. I. Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Wind, in Miles.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at t'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.											A								
1				E N E.	E N E.	3				30.27	81	77	76		o. c. m. p.	ch. cum. cl.	0		
2				"	"	3				30.25	81	77	75		b. c. m.	"	4		
3				"	"	3				30.22	81	76	75		"	"	6		
4				"	"	3				30.19	80	76	75		"	"	6		
5				"	"	2-3				30.18	79	76	75		b. c. m. p.	"	4		
6				N E by E.	"	2-3				30.18	79	76	75		b. c.	"	4		
7				"	N E by E.	2				30.20	79	76	75		"	"	4		
8				"	"	2				30.21	79	78	77		"	"	5		
9				E N E.	E N E.	2-3				30.23	80	83	80		"	cum.	5		
10				"	"	3				30.22	80	83	80		"	"	6		
11				"	"	3				30.22	80	83	79		"	"	6		
Noon.				E by N.	"	3				30.20	80	84	81		"	"	6		

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1600 "

Coal consumed during the preceding 24 hours,

tons, lbs.

Coal remaining on hand at noon,

65 " 1280 "

P. M.																		
1				E. by N.	E. N. E.	3			30.18	80	84	81			b. c.	cum.	5	
2				"	"	3			30.17	80	84	81			"	"	5	
3				"	"	3			30.14	80	82	80			"	"	5	
4				N. E. by E.	"	3			30.14	80	81	79			"	"	5	
5				"	"	3			30.14	80	80	78			"	"	6	
6				"	"	2-3			30.13	80	79	78			"	"	4	
7				N. E.	N. E.	2-3			30.15	79	78	77			b. c. d.	cumulus	5	
8				"	"	3			30.16	79	78	77			b. c.	"	6	
9				N. E. by N.	"	3			30.17	81	78	77			"	"	6	
10				"	"	3			30.18	81	78	77			b. c. m. p.	"	7	
11				E. N. E.	E. N. E.	3			30.18	81	77	76			"	"	8	
Mid.				"	"	2-3			30.18	80	77	76			"	"	6	

under the command of

Commander E. T. Strong
Thursday, March 4th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast to cloudy, clearing last half, passing showers first hour. Gentle breeze from E.N.E. Barometer falling.

J. S. Luby
Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy and pleasant. Light showers first hour. Executed morning orders. Loaded sail to a blueline at 7.20. Received in Deck Supplies and Accounts, fresh provisions as follows: 112 lbs bread, and 140 lbs each of beef and vegetables.

L. M. Hume
Ensign U. S. N.

From 8 A.M. to Noon

Clear and pleasant. Light to gentle breeze from E.N.E. Barometer falling. At 9.30 mustered at quarters. At 9.50 fueled sail. At 10.15 solicited at sending up and down topgallant and royal yards. By order of Commanding Officer released from confinement and returned to duty J. Koppenhof, App 3 cl, expiration of confinement. The Administrator of St. Kitts paid his official visit to the ship, when having fired a salute of 13 guns with English Guns at the fore.

J. M. Jordan
Lieutenant U. S. N.

From Noon to 4 P.M.

Fair and pleasant. Gentle breeze from E.N.E. Barometer falling. Executed boats crews of port watch under sail and oars. Starboard watch engaged sewing and mending clothes. By order of the Commanding Officer released from confinement P. Throcking App 3 cl, his term having expired.

J. S. Luby
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Light to gentle breeze from E.N.E. to N.E. Barometer falling then rising.

J. M. Jordan
Lieutenant U. S. N.

From 8 P.M. to Mid.

Fair to clear and pleasant for the greater part. Passing showers last three hours.

J. S. Luby
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third* Rate,

At anchor in Basseterre Roadstead, St. Kitts, N. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at'd.	Air, Dry.	Air, Wet.	Wind, Surface.				
A. M.									A								
1				NE	NE	2			30.17	80	76	76		b.c.d.	cum. mist	6	
2				NE by E	"	2			30.16	80	76	76		b.c.	"	6	
3				"	"	3-4			30.15	80	76	76		b.c.p.	"	6	
4				"	"	3-4			30.15	79	76	76		b.c.	"	6	
5				East	"	3			30.14	78	76	76		o.c.p.	"	0	
6				"	E. NE	3			30.15	79	76	76		"	"	0	
7				NE by E	"	2-3			30.16	79	76	75		b.c.p.	"	4	
8				"	"	3			30.17	79	77	75		"	"	6	
9				NE	NE by E	2			30.21	80	80	77		b.c.	"	5	
10				"	"	2			30.20	80	80	77		"	"	5	
11				"	NE	2-4			30.20	80	79	77		b.c.p.g.	"	4	
Noon.				NE by N.	"	2-4			30.19	80	80	77		b.c.g.	"	5	

Position at 8 A. M. { Latitude by
 { Longitude by

Position at noon: { Latitude by observation
 { Longitude by observation
 { Latitude by D. R.
 { Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
 { Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.				NE	NE	2-3			30.18	80	80	77		b.c.	cum.	6	
1				"	"	2-3			30.15	79	80	77		"	"	4	
2				"	"	2-3			30.12	80	80	77		"	"	5	
3				"	"	2-4			30.12	80	79	77		b.c.g.	cum. mist	4	
4				"	"	3			30.12	80	79	77		b.c.	"	4	
5				"	"	3-5			30.12	80	79	76		b.c.p.	"	3	
6				"	"	3-5			30.15	79	76	75		"	"	5	
7				"	"	3-5			30.15	79	76	75		b.c.g.	"	5	
8				NE by E	NE by E	3-5			30.15	79	76	75		b.c.g.	"	5	
9				NE	NE	3-5			30.16	79	76	75		"	"	4	
10				"	"	4-6			30.17	79	76	75		b.c.g.d.	"	4	
11				"	"	4-6			30.17	79	76	75		"	"	4	
Mid.				"	"	4-6			30.17	79	76	75		b.c.g.	"	5	

under the command of

Commander E. T. Strong
Friday, March 5th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Generally fair with occasional mist and passing showers from off the land. Light to moderate N.E. breeze. The American bark Pythian got underway at 3.30 and stood off to Westward.

M. Mahue
Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy, passing showers first part of watch, clear and pleasant latter part. Light to gentle breeze with stiff squalls from E.N.E. Barometer rising. Received on board in Dept. Supplies and Accoutrements 112 lbs. bread and 140 lbs. each of fresh beef and vegetables.

J. T. Jordan
Lieutenant U. S. N.

From 8 A.M. to Noon

Fair and pleasant. Passing showers third hour. Light to moderate breeze from N.E. by E. and N.E. At 9.30 mustered and inspected crew and apprentices at quarters. Examined at General Quarters and Fire Quarters. Paid monthly money to Apprentices for watch.

J. B. Ruby
Lieutenant U. S. N.

From Noon to 4 P.M.

Fair. Squally last hour. Light to moderate N.E. breeze. Put forth watch liberty party ashore. Set up main topgallant and royal stays.

M. Mahue
Lieutenant U. S. N.

From 4 to 8 P.M.

Cloudy to fair equally, with heavy showers of rain first half. Gentle to stiff breeze from N.E. and N.E. by E. Barometer here slightly. Liberty party returned. A. R. Ketchum A. J. C. returned from liberty forty minutes before sunset and H. V. S. Jensen, L. Cooper and R. B. C. Debris, all Approb. C., returned not how overtime. Put liberty party of men on shore.

J. B. Ruby
Lieutenant U. S. N.

From 8 P.M. to Midnight

Fair. Gentle to fresh N.E. breeze in squalls with occasional drizzle.

M. Mahue
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N.

Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
At anchor in Basse Tern Road dated 21. Kitté, W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.						State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop of Clear Sky, in tenths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. attd.	Air, Dry Bulb.	Air, Wet Bulb.	Water Surface.	At Surface.				
A. M.																		
1				NE.	NE	4.5			30.15	79	76	74			b.c.	cum.	7	
2				"	"	4.5			30.15	79	76	74			"	"	6	
3				"	"	4.5			30.13	78	76	74			"	"	5	
4				E. N. E.	E. N. E.	3.4			30.11	78	76	76			"	"	4	
5				NE by N.	"	3.4			30.11	78	76	75			"	cum. mist	5	
6				"	"	2			30.12	78	76	75			"	"	5	
7				NE by E	"	2			30.14	78	76	75			"	"	4	
8				"	"	2			30.17	79	79	76			b.c. g.	"	5	
9				E. N. E.	"	3			30.20	79	79	76			b.c.	"	5	
10				"	"	2.4			30.20	79	79	76			b.c. g. p.	"	3	
11				E. by N.	"	2.4			30.21	79	79	77			"	"	2	
Noon.				N. E. by E.	"	2.4			30.19	79	80	77			b.c. g.	"	4	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

600 "

Coal consumed during the preceding 24 hours,

tons, 1360 lbs.

Coal remaining on hand at noon,

64 " 1360 "

P. M.																		
1				E. by N.	E. N. E.	3.4			30.16	79	78	78			b.c. g. p.	cum. mist	3	
2				E. by N.	"	3.4			30.16	78	78	78			b.c.	"	6	
3				"	"	3.4			30.15	78	78	76			b.c. g.	"	4	
4				E. N. E.	"	3.4			30.14	78	78	76			"	"	6	
5				E. by N.	E. by N.	3.4			30.14	79	77	76			b.c.	"	6	
6				"	"	3.4			30.14	79	77	76			"	"	4	
7				"	E. N. E.	3.4			30.14	79	77	76			b.c. g. l.	"	5	
8				E. N. E.	"	3.4			30.16	80	76	75			"	"	6	
9				"	"	3.4			30.17	80	76	75			b.c. l.	"	4	
10				E. by N.	E. by N.	3.4			30.19	79	76	74			"	"	5	
11				E. N. E.	E. N. E.	3.4			30.19	79	76	74			b.c. g. l. p.	"	5	
Mid.				"	"	3.5			30.20	79	76	74			"	"	6	

under the command of

Commander E. J. Strong
Saturday, March 6th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

N.E. to E.N.E.

Fair to cloudy. Moderate to stiff breezes in squalls from

R. D. Wisdale
Ensign U. S. N.

From 4 to 8 A.M.

Fair and pleasant. Light passing showers back home. Light to moderate breeze from E.N.E. At 6.30 called all hands and looked the sails. Carried out morning orders. Liberty men returned. Received in Dep't. of Supplies and Accounts 112 lbs. bread and 140 lbs. each of beef and vegetables.

J. C. Luby,
Lieutenant U. S. N.

From 8 A.M. to Noon.

Cloudy and squally with passing showers. Light to moderate N.E. breeze. Cleaning up ship. P. M. Schling A. 3 cl., returned from liberty 18 hours over time.

M. H. Hulme
Lieutenant U. S. N.

From Noon to 4 P.M.

Cloudy to fair. Gentle to moderate E. N.E. breezes. Rain showers fresh home. Sent liberty party of apprentices ashore.

R. D. Wisdale
Ensign U. S. N.

From 4 to 8 P.M.

Generally fair. Gentle to moderate E. by N. to E.N.E. breeze. Lightning to E'd back two hours. Mallett, A 3 cl., did not return from liberty. At 6.40 started fire in A. boiler.

M. H. Hulme
Lieutenant U. S. N.

From 8 P.M. to Mid.

Fair. Gentle to stiff breezes from E.N.E. generally. Lightning to E'd. and N.E'd. Squally last part. Distilling. Snow fell about 8.50.

R. D. Wisdale
Ensign U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third Rate,*
At anchor in Basseterre Roadstead St. Kitts, W. I.

Hour.	Knots.	Tenhs.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Fog of Clear Sky, in fobs.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																
1				E. N. E.	E. N. E.	3-5		30.16	78	76	74		b.c.g.	cum	6	
2				"	"	3-5		30.16	80	76	74		"	"	8	
3				"	N. E. by E.	3-4		30.15	79	76	75		"	"	7	
4				N. E. by E.	"	3-4		30.14	78	76	75		"	"	4	
5				E. N. E.	E. N. E.	3-4		30.14	78	76	75		"	curved	4	
6				N. E. by E.	N. E. by E.	2-4		30.15	79	76	75		b.c.	"	4	
7				"	"	2-3		30.17	79	76	75		"	"	4	
8				"	"	2-3		30.17	79	76	75		"	"	4	
9				"	"	2-4		30.20	79	79	77		b.c.g.p.	"	4	
10				E. N. E.	E. N. E.	2-4		30.21	79	79	77		b.c.g.	"	4	
11				E. by N.	"	2-4		30.20	80	80	78		"	"	5	
Noon.				E. N. E.	"	2-4		30.19	79	80	77		"	"	6	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

900 gallons.

Water distilled during the preceding 24 hours,

900 "

Water remaining on hand fit for use at noon,

600 "

Coal consumed during the preceding 24 hours,

2 tons, 400 lbs.

Coal remaining on hand at noon,

62 " 960 "

P. M.																
1				N. E.	E. N. E.	3-4		30.16	80	81	80		b.c.g.	cum	6	
2				E. N. E.	"	3-4		30.14	80	81	80		"	"	5	
3				E. by N.	"	3-4		30.13	80	80	79		"	"	5	
4				"	"	3-4		30.13	80	80	78		"	"	4	
5				"	"	3-4		30.13	79	79	77		"	"	6	
6				N. E. by E.	"	3		30.13	78	77	76		"	"	5	
7				"	"	4-5		30.13	80	77	76		"	"	4	
8				"	"	4-5		30.13	80	77	75		"	"	4	
9				"	"	4-5		30.13	80	77	76		"	"	5	
10				E. by N.	"	4-5		30.15	79	77	76		"	"	5	
11				E. N. E.	"	4-5		30.16	78	76	75		"	"	4	
Mid.				"	"	4-5		30.16	78	76	75		b.c.p.	"	4	

under the command of

Commander E. T. Strong
Sunday, March 7th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Gentle to stiff breeze from E.N.E. to N.E. by E. Barometer falling. Distilling.

L. M. Kamee
Ensign U. S. N.

From 4 to 8 A.M.

Fair. Light to moderate breeze from N.E. by E. to E.N.E. Executed morning orders. Distilling. Received for crew 112 lbs. fresh bread and 140 lbs. each fresh beef and vegetables.

W. H. Hulse
Lieutenant U. S. N.

From 8 A.M. to Merid.

Cloudy to fair. Light to moderate E. N. E. breeze. Squally at times. Rain shows 2nd hour. At 4.30 held quarters and Commanding Officer inspected the crew after which "All hands to muster" read Articles for Government of the Navy, General Court Martial Order, and mustered crew finding E. Challett, A. 3^d cl. absent without leave. Commanding Officer read a Divine Service. Distilling.

R. D. Kinsdale
Ensign U. S. N.

From Merid. to 4 P.M.

Clear and pleasant. Gentle to moderate breeze from E.N.E. but liberty party of new ashore and visiting party of apprentices to "Saratoga". Quebec Line steamer Madawaska came in and anchored at 3.30 o'clock. Distilling.

L. M. Kamee
Ensign U. S. N.

From 4 to 8 P.M.

Gentle to stiff breeze and squally from E.N.E. Visiting party to "Saratoga" returned. Received Mr. F. Mabel. Distilling.

R. D. Kinsdale
Ensign U. S. N.

From 8 P.M. to Mid.

Fair. Moderate to stiff breeze from E.N.E. Light passing shower. Rising barometer. Distilling.

L. M. Kamee
Ensign U. S. N.

Examined and found to be correct.

John F. Thompson
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship *Essex* Third Rate,

At anchor in Basses Terre Roadstead, St. Kitts, W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 1/2.	Air by Bulb.	Wet by Bulb.	Water at Surface.			
A. M.																
1				E. N. E.	E. N. E.	3.5			30.16	78	76	75	b. c. g.	cum. mist	5	
2				"	"	3.4			30.13	78	76	75	b. c. g. d.	"	4	
3				"	"	3.5			30.11	78	76	75	b. c. g.	"	4	
4				N. E. by E.	"	3.6			30.10	78	76	75	"	"	5	
5				"	"	3.7			30.10	78	76	74	"	"	4	
6				"	"	3.5			30.12	78	76	75	"	"	6	
7				"	N. E. by E.	3.4			30.13	78	76	75	"	"	6	
8				E. N. E.	E. N. E.	3.4			30.16	78	81	79	b. c.	"	5	
9				"	"	3			30.16	79	82	80	"	"	6	
10				E. by N.	"	2.4			30.16	80	83	79	b. c. g.	"	7	
11				E. N. E.	"	2.4			30.15	80	80	79	b. c. g. p.	"	5	
Noon.				N. E. by E.	"	2.5			30.13	80	82	80	b. c. g.	"	5	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water *distilled* during the preceding 24 hours,

1700 "

Water remaining on hand fit for use at noon,

1700 "

Coal consumed during the preceding 24 hours,

1 tons, 1840 lbs.

Coal remaining on hand at noon,

60 " 1360 "

P. M.																
1				N. E.	N. E.	3.5			30.05	80	82	80	b. c. g. p.	cum. mist	5	
2				"	"	3.5			30.09	81	81	80	b. c.	cum.	5	
3				E. by N.	E. by N.	3.6			30.07	81	81	79	"	"	5	
4				N. E. by E.	N. E. by E.	3.6			30.06	81	81	79	b. c. g. p.	cum. mist	4	
5				"	"	3.4			30.07	80	79	78	b. c. g.	"	3	
6				"	"	3.5			30.07	80	79	78	b. c. g. p.	"	4	
7				N. E.	N. E.	3.5			30.08	80	79	78	b. c. g.	"	4	
8				"	"	3.5			30.09	80	79	78	b. c. g. p.	"	4	
9				N. E. by E.	"	3.5			30.11	80	77	77	b. c. g.	"	6	
10				"	"	3.4			30.11	80	77	77	"	"	6	
11				"	"	2.4			30.11	80	77	77	"	"	4	
Mid.				E. by N.	N. E. by E.	3.6			30.11	80	76	76	b. c. g. d.	"	5	

under the command of

Commander E. T. Strong
Monday, March 8th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 A.M.

Clear and pleasant, light passing showers first part of watch. Gentle breeze with moderate to fresh squalls from E. N.E. Barometer falling. Distilling.

J. R. Jordan
Lieutenant U. S. N.

From 4 to 8 A.M.

Fair, gentle and moderate E. N.E. breeze with fresh squalls during first hour. Received in Supplies and Accounts following fresh provisions for crew 112 lbs. bread 140 lbs. beef 140 lbs. vegetables. Discovered that the catamaran had been lowered during the night and H. B. Grantayum and F. D. Mumaugh Appris 3rd Class had left the ship without leave. Catamaran was returned to ship near end of watch by two shore men, it having been picked up on the beach. Loaded sail to dry. Distilling.

A. D. Goodale
Ensign U. S. N.

From 8 A.M. to Noon

Clear and pleasant, light passing showers latter part. Light to stiff breeze in squalls from E. N.E. Barometer rising. Inspected at 9:30: absentees, H. B. Grantayum, F. D. Mumaugh and E. Mallett, Appris 3rd Class. Carried all hands at shifting topsails and foreails. E. Mallett Appris 3rd Class was brought on board by the Master at Anur, 4 1/2 hours overtime and by order of Commanding Officer was confined under punishment of 5 days solitary confinement on bread and water.

L. M. Name
Ensign U. S. N.

From Noon to 4 P.M.

Fair with passing rain squalls. Gentle breeze with stiff to fresh squalls from N.E. to E. by N. Barometer rising then falling. Carried boats under oars. Sent ashore and offered a reward of ten dollars (\$10.00) each for the arrest and delivery on board of H. B. Grantayum (A. 3. c.) and F. D. Mumaugh (A. 3. c.) absent from the ship without leave.

J. R. Jordan
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair, passing showers. Gentle to stiff breeze from E. N.E. to N.E. Rising barometer. A. R. Hansen (A. 3. c.) was placed in double bines for the night by order of Commanding Officer.

L. M. Name
Ensign U. S. N.

From 8 P.M. to Midnight

Fair, passing rain squalls. Gentle breeze with moderate to fresh squalls from N.E. to N.E. by E. Barometer steady. H. B. Grantayum and F. D. Mumaugh Appris 3rd Class were brought on board by the local police and a reward of \$10.00 each paid for their arrest and delivery on board. By order of Commanding Officer both were placed in double bines to await trial by Court Martial.

J. R. Jordan
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex *Third* Rate,
At anchor in Bass Tern Roadstead, St. Kitts, P. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at 4.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.									A								
1				East	East	3.5			30.08	79	76	76		b. c. g. d. f. cum. mist		4	
2				E. N. E.	E. N. E.	2.4			30.06	79	76	76		b. c.		6	
3				"	"	2			30.05	79	76	76		"		5	
4				"	"	2.3			30.05	79	76	76		b. c. g. sp.		4	
5				"	"	2			30.05	79	75	75		"		2	
6				N. E. by E.	"	2			30.06	79	75	75		"		2	
7				"	"	2			30.07	78	75	75		o. c. m. v.		0	
8				N. E.	"	2			30.09	77	75	75		b. c. m. sp.		2	
9				N. E.	"	2.3			30.13	76	76	76		"		1	
10				N. E. by N.	N. E.	1.2			30.12	77	75	75		o. c. n. m.		0	
11				N. E. by E.	"	1.2			30.12	77	76	76		o. c. d. m.		0	
Noon.				N. E.	"	1			30.10	78	78	78		o. c. m.		0	

Position at 8 A. M. { Latitude by
 Longitude by

Position at noon: { Latitude by observation
 Longitude by observation
 Latitude by D. R.
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
 Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water distilled during the preceding 24 hours,

1500 "

Water remaining on hand fit for use at noon,

2700 "

Coal consumed during the preceding 24 hours,

2 tons, — lbs.

Coal remaining on hand at noon,

58 " 1360 "

P. M.																	
1				N. E.	N. E.	2			30.08	78	79	78		b. c. m. cum. mist		1	
2				"	"	2.3			30.07	78	77	77		b. c. m. g.		2	
3				"	N. N. E.	3.6			30.08	78	74	74		o. c. m. g.		0	
4				N. E. by N.	N. E. by N.	3.5			30.08	76	74	74		"		0	
5				N. E.	N. E.	3.4			30.07	76	74	74		"		0	
6				"	"	3.4			30.07	76	75	74		o. c.		0	
7				"	"	3.4			30.05	78	74	74		"		0	
8				E. N. E.	"	3.4			30.06	78	76	76		o. c. d.		0	
9				N. E. by E.	N. E. by E.	2.4			30.08	78	76	76		"		0	
10				N. E.	N. E.	2.3			30.08	78	76	76		"	air	0	
11				N. by E.	N. by E.	1.2			30.09	78	76	76		b. c.	base mist	3	
Mid.				N. by N.	N. by N.	1.2			30.09	78	76	76		"	cum. mist	5	

under the command of

Commander E. T. Strong
Tuesday, March 9th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy to fair, equally with passing showers first and last hours. Light to stiff breeze from East and E.N.E.

J. B. Aubrey,
Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy and rainy. Light breeze from E.N.E. Rising barometer. Executed morning orders. Received in Dept. Supplies and Accounts, fresh provisions as follows: 112 lbs. bread and 140 lbs each of beef and vegetables. Battle Line steamer came in and anchored at 7.30.

J. M. Jordan
Ensign U. S. N.

From 8 A.M. to Noon

Cloudy, overcast and rainy, slightly clearing latter part of watch. Light air to gentle breeze from E.N.E. to N.E. Barometer falling slowly. At 9.30 mustered at quarters, afterwards formed the Battalion and instructed them for equipping. At 10.30 received port watch at signals. Starboard watch at hunting and splining. Found magazine and shell room floor cots and found them in good working order. Delivered specifications to R. B. Grantzgen and D. I. Munawagh, Apper 3rd class, awaiting trial by court martial.

J. M. Jordan
Lieutenant U. S. N.

From Noon to 4 P.M.

Cloudy to overcast, misty, equally light to fresh breeze from N.W. and E.S. Barometer fell slightly. Serviced starboard screws off working, hauled and 1st and 2nd cutters. Extra duty boys engaged cleaning light work. Serviced starboard watch signal class.

J. B. Aubrey,
Lieutenant U. S. N.

From 4 to 8 P.M.

Overcast and cloudy: raining latter part of watch. Gentle to stiff breeze from N.E. Barometer falling slowly. At 7.00 stopped distilling and allowed fire to die out. Confined A. R. Hansen App 3 class, in double room for the night.

J. M. Jordan,
Lieutenant U. S. N.

From 8 P.M. to Midnight

Overcast with rain at first, clearing last half. Light air to moderate breeze from N.E. by E. at first hauling gradually to S.W. last hour. Barometer rose slightly.

J. B. Aubrey,
Lieutenant U. S. N.

Examined and found to be correct.

John H. Sturges
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex. *Third* Rate,
At anchor in Base Terre Roadstead, St. Kitts, W. I.

Hour.	Knots.	Tenks.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 4°.	Air by Bulb.	Wet Bulb.	Water at Surface.			
A. M.									A							
1				North	N. N. W.	2-3			30.07	78	76	76	bam.	cum. nub.	5	
2				"	North	2-3			30.04	78	75	75	"	"	3	
3				N. by N.	"	2-3			30.04	78	75	75	"	"	4	
4				"	"	2-3			30.03	78	75	75	"	"	2	
5				N. N. W.	"	1-2			30.06	78	75	75	"	"	4	
6				North	"	1-2			30.07	77	75	75	b.c.	cum. nub.	5	
7				"	"	1-2			30.09	78	76	77	"	cum. nub.	7	
8				N. by E.	N. by E.	1-2			30.10	79	78	77	"	cum.	7	
9				N. by N.	N. N. E.	2			30.10	80	80	78	"	"	7	
10				North	"	1-2			30.10	80	81	79	"	cum.	8	
11				N. by E.	N. by E.	2-3			30.10	80	81	79	"	"	8	
Noon.				N. by N.	"	3			30.08	80	80	79	"	"	7	

Position at 8 A. M. { Latitude by
Longitude by

° ' "

Position at noon: { Latitude by observation
Longitude by observation

° ' "

Latitude by D. R.
Longitude by D. R.

° ' "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water distilled during the preceding 24 hours,

500 "

Water remaining on hand fit for use at noon,

2700 "

Coal consumed during the preceding 24 hours,

tons, lbs.

Coal remaining on hand at noon,

58 " 1360 "

P. M.																
1				North	North	3			30.07	80	80	79	b.c. nu.	cum.	4	
2				N. N. W.	"	3			30.06	80	80	79	"	"	4	
3				N. by N.	"	3			30.06	80	80	79	"	"	5	
4				"	"	3			30.06	80	81	80	"	"	5	
5				"	"	2			30.06	80	81	81	"	"	6	
6				N. by E.	"	2			30.06	80	81	81	"	"	5	
7				N. N. E.	"	1-2			30.09	80	79	79	"	"	5	
8				"	"	1			30.09	80	79	79	"	cum. nub.	5	
9				N. N. W.	N. by N.	1-2			30.11	81	79	79	"	"	6	
10				"	"	2			30.11	81	77	77	"	"	7	
11				"	N. N. W.	2			30.11	80	76	76	"	"	8	
Mid.				"	"	2			30.11	79	75	75	"	"	8	

under the command of

Commander E. T. Strong
Wednesday, March 10th

, U. S. Navy,

, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy and misty. Light to gentle breeze from N.W. to the North. Barometer falling.

W. H. Hulme
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Light air to light breeze from North to N. by E. Barometer rising. Received on board in Dept. Supplies and Accoutrements 112 lbs. bread, 128 $\frac{3}{4}$ lbs. beef, 140 lbs. vegetables. At 7.40 lowered sail to dry. Released A. R. Cannon, App. 3rd class from land ins.

J. M. Jordan
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear and pleasant. Light to gentle breeze from N.W. and N. by E. Barometer fell slightly. At 9.30 mustered and inspected crew at quarters. At 9.45 called all hands and drilled at loosing and furling, making and taking in topsails and courses, rigged down at 10.55. Got up and hoisted light sails. Received in Dept. of Supplies and Accoutrements 12 $\frac{1}{2}$ lbs. beef.

J. B. Leiby
Lieutenant U. S. N.

From Noon to 4 P.M.

Fair. Gentle breeze from the North. At 12.45 summary court martial met for trial of H. B. Knautz and F. D. Munro, Apprentices 3rd class. And at 1.38 adjourned to await action of commanding authority. Main topsail overhauling leading blocks.

W. H. Hulme
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair and pleasant. Light air to light breeze from North. Barometer rising.

J. B. Leiby
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Fair to clear. Misty. Light air to light breeze from N. by W. to N.W.

W. H. Hulme
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex.
At anchor in Bass Point Roadstead, St. Kitts, W. I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 4 ft.	Air, by Bulb.	Wet Bulb.	Winds at Surface.					
A. M.																	
1				N. by E.	N. N. E.	1		30.09	78	75	74		b.c.	cum.		7	
2				N. E.	"	2		30.07	78	75	74		"	"		6	
3				"	"	0-1		30.06	78	74	74		"	"		6	
4				"	"	0-1		30.06	77	74	74		"	"		5	
5				"	"	0-1		30.07	77	73	73		"	"		6	
6				North	"	0-1		30.09	78	73	73		"	"		5	
7				"	North	0-1		30.10	78	75	75		"	"		6	
8				"	"	0-1		30.11	78	78	76		"	"		6	
9				N. N. E.	N. N. E.	1		30.11	78	78	77		"	cum. mod.		4	
10				N. by E.	"	3		30.13	80	80	78		"	"		5	
11				N. by E.	N. N. E.	3		30.13	80	80	79		"	"		6	
Noon.				N. N. E.	"	3		30.10	80	81	79		"	"		6	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by *bearings*
Longitude by *bearings*

17° 17' " N
62° 53' " W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water

during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

2200

"

Coal consumed during the preceding 24 hours,

tons, 800 lbs.

Coal remaining on hand at noon,

53 " 560

Making passage to St. Thomas W. I.

P. M.																	
1				North	N. N. E.	3		30.10	80	84	79		b.c.	cum.		6	
2				"	"	3		30.08	81	84	79		"	"		6	
3				Varies	Variable	1-3		30.05	81	86	82		"	"		6	
4				"	N. E.	3		30.05	81	84	82		"	"		6	
5	0	61.7		N. by 1/2 E.	East	1-3		30.06	81	82	81	79		"		5	
6	0	65.0		N. N. 1/4 E.	Variable	0-2		30.07	81	80	79	79		"		6	
7	1	60.4		Varies	"			30.08	80	78	77	79		"		8	
8	2	66.7		N. N. E.	N. by E.	2		30.10	80	78	77	78		"		8	
9	3	67.9		"	"	3		30.10	80	78	77	78		"		8	
10	2	69.5		N. N. 1/4 E.	N. E. by N.	3	1	30.13	78	77	77	78		"		7	
11	2	71.0		"	"	3	1	30.13	78	77	77	78		"		10	
Mid.	3	73.4		N. N. 1/2 E.	"	3.4	1	30.13	78	77	77	79		b.c.	cum.	9	

under the command of

Commander E. J. Strong
Thursday March 11th

, U. S. Navy,
, 18 97.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair to clear. Calm light air and breeze from N. N. W.

R. D. Fisdale
Ensign U. S. N.

From 4 to 8 A.M.

Fair and pleasant. Calm to light air from N. N. W. and North.
Barometer rising. Carried out morning orders. Received in Dept of Supplies and
Accounts, 112 lbs. bread and 140 lbs. stock of beef and vegetables

J. E. Lamb
Lieutenant U. S. N.

From 8 A.M. to Noon

Fair. Light air to gentle breeze from N. N. W. to N. E. At 9.30 mustered at quarters
and exercised Division as follows: Powder Division, given instructions: After Powder, signals: 1st great
gun: 2nd infantry: 3rd boat. Exercised, sail launch, 1st and 2nd cutters under oars. At 10.45
sent up topgallant and royal yards and bent gear. Hoisted sailing launch and began preparations
for sea. Hoisted in catamaran. Drove off cat and fish.

W. H. Kane
Lieutenant U. S. N.

From Noon to 4 P.M.

Fair. Light to gentle N. E. and variable breeze. Completed preparations for
sea. Lowered smoke stack, unloosed foregallant. W. in to 20 fathoms. At 1.55 called "All hands up
anchors" made all plain sail, cast to port, and stood out of harbor, standing generally to S. W.,
as found wind variable in lee of Island. Draft of ship forward 13'-6", aft 14'-8". By order
of Commanding Officer, R. A. Lawrence, A. 3rd, was released from confinement and made a pullover at
large while at sea.

R. D. Fisdale
Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Calm to gentle breeze from N. by E. Rising barometer. At 4.20 took
departure, Signal Boat N. E. 1/2 E. mag. 4 1/2 miles, patent log 62.5. Set course N. N. 1/4 W. Set spraker and
weather clew of mainmast. At 4.45 changed course to N. N. 1/4 W. and shortly afterward lost steerageway.
Ran in patent log at 5.40. By the wind on starboard tack, till end of watch, when made under
1/4 N. 1/4 W. Put on patent log at 7.30 reading 65.4. Hauled down and stowed flying jib at 7.55. Released
from confinement for medical treatment F. S. Cunningham, A. 3rd.

L. M. James
Ensign U. S. N.

From 8 P.M. to Midnight

Clear and pleasant. Gentle to moderate breeze from N. E. by N. Barometer steady.
Steering a course N. N. 1/4 W. At 8.10 changed course to N. N. 1/4 W. Steering that course, and by the wind,
rest of watch under all sail except flying jib and main trysail. The Islands of St. Kitts and
St. Eustatius in sight on starboard beam. At end of watch the latter was about six points forward
beam. At 10.15 made Sable Island 1 1/2 points on starboard bow.

J. M. Jordan
Lieutenant U. S. N.

Examined and found to be correct.

John H. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex *Third* Rate,
Making passage from St. Kitts, W. I. to St. Thomas, W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Proportion of Clear Sky in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.				Height in inches.	Ther. at d.	Air by Bulb.	Air Wet Bulb.	Water at Surface.					
											A								
A. M.	16	2																	
1	3	1	76.5	NW 1/2 N.	NE by N.	3	1/2	30.11	77	77	77	78	b.c.	cum. clouds	6	8			
2	2	5	78.2	"	NW	3	1/2	30.10	77	76	77	78	"	"	6	"			
3	3	3	80.5	"	NE by N.	3	1	30.08	77	76	76	78	"	"	6	"			
4	3	3	83.8	"	NW	3.4	1	30.08	77	76	76	78	b.c. gyf.	"	5	"			
5	3	5	87.3	"	NE by N.	3.4	1/2	30.09	78	76	76	78	b.c.	"	6	"			
6	4	2	91.5	"	NW	3.4		30.10	78	76	76	78	"	et. cl.	4	"			
7	1	3	95.8	NW 1/2 N.	"	4		30.12	78	76	76	78	"	"	4	"			
8	4	5	100.0	"	"	4		30.12	78	77	77	78	"	cum. et. cl.	5	"			
9	4	7	4.7	"	"	3.4	1/4	30.16	78	77	77	78	"	"	5	"			
10	4	8	9.5	"	"	4	1/4	30.17	78	78	77	78	"	"	6	"			
11	4	0	13.5	"	"	3	1/4	30.17	79	78	77	78	"	"	5	"			
Noon.	4	1	17.6	"	"	3.4	1/4	30.17	79	79	78	78	"	"	5	"			

60.4 Sailing by

Latitude by Bearings of Sals Island & Statia 17° 30' " N.

Position at 8 A. M. Longitude by " " " 63° 29' " W.

Latitude by observation 17° 37' " N.

Longitude by observation from Bearings 63° 43' " W.

Position at noon: Latitude by D. R. 17° 45' " N.

Longitude by D. R. 63° 41' " W.

Course made good since preceding noon: departure NW 1/2 N.

Distance made good since preceding noon: 58 miles.

Distance by Log since preceding noon: 60.4 miles.

Current per hour: miles, set true.

Position at 8 P. M. Latitude by 0 " "

Longitude by 0 " "

Variation of compass: "

Error of compass observed at "

Deviation of compass on "

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1700 "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, 53 " 560 "

P. M.																		
1	4	0	21.6	NW 1/2 N.	NE	3	1/4	30.13	79	79	78	78	b.c.	cum.	8	8	8	
2	3	6	25.2	"	"	3	1/4	30.11	80	79	78	78	"	"	7	7	7	
3	3	9	29.1	"	NE by N.	3	1/4	30.10	78	82	81	78	"	"	8	8	8	
4	0	7	32.4	NW 1/2 N.	"	3	1/4	30.09	78	82	81	79	"	"	6	6	6	
5	3	0	34.5	"	"	3	1/2	30.10	79	82	81	79	"	"	6	6	6	
6	3	0	36.8	NW 1/2 N.	"	3	1/2	30.10	79	79	78	79	"	cum. et. cl.	6	6	6	
7	2	7	38.6	"	"	3	1/2	30.12	79	76	76	79	"	"	7	7	7	
8	3	0	41.6	"	"	3	1/2	30.13	79	76	76	79	"	cum.	9	9	9	
9	2	8	44.1	"	NE	2.3	1	30.16	78	76	76	79	"	"	7	7	7	
10	3	0	46.7	"	"	2.3	1	30.16	78	76	76	79	"	"	6	6	6	
11	3	2	49.9	"	"	3	1	30.17	78	76	76	79	"	"	5	5	5	
Mid.	3	1	53.0	"	"	3	1	30.17	78	76	76	79	"	"	5	5	5	

38 6

4-20

under the command of

Commander E. T. Strong
Friday, March 12th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair and pleasant, passing shows last hour gentle to moderate breeze from NE by N and NE. Barometer falling. Steering course NW 1/4 N. under all plain sail except flying jib. At end of bar about 2 points forward of starboard beam.

J. B. Ledy,
Lieutenant U. S. N.

From 4 to 8 A.M.

Fair and pleasant. Gentle to moderate NE by N. to NE breeze. At 6.20 changed course to NW by N. put out log 9.2.8. Santa Islands off quarter at end of watch. Under same sail as previous watch. Executed morning orders.

W. H. Plue,
Lieutenant U. S. N.

From 8 A.M. to Merid.

Fair and pleasant. Moderate and gentle breeze from NE. On course NW by N (pec.) No change in sail. At 9.30 had quarters for inspection; afterwards examined at General Quarters; then Dir. Quarters with Abandon Ship station, securing at 11. Light NW by SW. Santa Islands in sight abt the starboard beam all of watch.

R. D. Rodale,
Ensign U. S. N.

From Merid. to 4 P.M.

Clear and pleasant. Gentle breeze from NE. to NE by N. Barometer falling slowly. On course NW by N. till 3.45 when changed course to NW 1/2 N. put out log 31.7. Engaged in working chain cable. Instructed apprentices in seamanship and signals. Lighted Island of Santa Cruz at 3.35 bearing abt NW by N. No change in sail. Executed both watches at setting up.

L. M. Namer,
Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Gentle breeze from NE by N. Barometer rising. Steering a course NW 1/2 N. At 4.35 changed course to NW 1/2 N. by order Commanding Officer. No change of sail. Island of Santa Cruz in sight on port bow. At 6.20 made land 1/2 point on starboard bow. At 6.25 land on starboard bow NW 33° N. Santa Cruz Island N 52° N. Dip in head NW 1/2 N. (pec.)

J. M. Jordan,
Lieutenant U. S. N.

From 8 P.M. to Mid.

Fair to clear and pleasant, bright moonlight. Light to gentle breeze from NE by N and NE. Barometer rising. Steering course NW 1/2 N. under all plain sail except flying jib. At end of Santa Cruz bow about 1 point forward of port beam.

J. B. Ledy,
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stevens,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third* Rate,
Making passage from St. Kitts, N. I. to St. Thomas, N. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at t'd.	Air, by Bulb.	Wet, by Bulb.				
A. M.	38	6	56.6	N. N. W.	N. E. by N.	3		30.16	77	76	76	79	b.c.	cum	4	2
1	3	6	60.2	"	"	3		30.15	77	76	76	79	"	"	6	"
2	3	3	63.5	"	"	3		30.13	77	76	75	79	"	"	8	"
3	3	3	66.8	"	"	3		30.14	77	75	75	79	"	"	8	"
4	3	0	69.8	N. W. 1/4 N.	"	3		30.15	76	75	75	79	"	"	8	"
5	3	9	73.7	N. W. 1/2 N.	N. E.	3		30.17	76	76	76	79	"	"	7	"
6	3	5	77.2	N. W.	N. E. by N.	3		30.20	76	77	76	79	"	"	7	"
7	3	8	81.0	N. W. 1/4 N.	N. E.	3		30.22	77	77	76	79	"	"	8	"
8	3	2	81.4	N. W. 1/2 N.	"	3	1/4	30.22	77	77	76	79	"	"	8	"
9	3	0	82.0	N. W. 1/2 N.	"	3	3/4	30.24	77	79	77	79	"	"	8	"
10	3	0	84.8	N. W. 1/2 N.	E. N. E.	3		30.24	77	79	77	79	"	"	8	"
11			87.2	Varies	East	3		30.24	77	79	77	79	"	"	8	"
Noon.				"	"	3		30.23	77	79	77		"	"	7	"

72.8 Distance by Log.

Latitude by

Position at 8 A. M. { Longitude by

Latitude by observation

Longitude by observation

Position at noon: { Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by

Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

At anchor in the Harbor of Charlotte Amalie, St. Thomas, N. I.

P. M.				N. E.	N. E.	3		30.20	79	81	80	b.c.	cum	5	
1				"	"	2		30.19	79	81	80	"	"	5	
2				N. E. by N.	"	2.5		30.17	79	80	80	"	cum. mist	4	
3				N. E.	N. N. E.	2.5		30.17	79	80	80	"	"	4	
4				"	"	2.4		30.17	79	80	80	"	"	5	
5				N. E. by N.	"	2.4		30.19	80	79	79	"	"	6	
6				"	"	2.4		30.19	79	77	77	b.c. g. d.	"	3	
7				"	N. E.	2.4		30.22	79	77	77	b.c. g. p.	"	3	
8				"	"	2.3		30.23	80	77	77	b.c. p.	"	6	
9				N. E. by E.	"	2.3		30.25	80	77	77	b.c.	"	6	
10				E. by N.	E. N. E.	3		30.25	80	77	77	"	"	4	
11				N. E. by E.	"	3		30.25	79	77	77	b.c. p.	"	5	
Mid.				"	"										

under the command of

Commander E. T. Strong
Saturday, March 13th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair to clear. Gentle N.E. breeze. Ship under all sail except flying jib and main topsail. Trawl and by during watch.

M. M. Huber
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and pleasant. Gentle N.E. breeze. Course N.W. by N. (pc) but generally by the wind until about 7.15 when heading for Frenchman's Cap off St. Thomas Island, West Indies. At end of watch about 10.15 distant about 4 miles, bearing N.W. St. Thomas Island in sight at daybreak. Smooth sea. Barometer rising.

R. D. Lisdale
Ensign U.S.N.

From 8 A.M. to Midnight.

Clear and pleasant. Gentle breeze from N.E. to East. By order of Commanding Officer changed course as follows: At 8.10 to N.W. 1/4 N. At 8.15 to N.W. 1/4 N. At 8.35 to N.W. 1/4 N. At 9.10 to N.W. by N. who hoisted in patent log. Commanding Officer coming the ship At 9.05 started fire in boiler 6 and 7 and at 11.10 hove to and coupled propeller. At ship at 11.20 and again at 11.30, who called all hands, furled all sail and started ahead on engine. At end of watch standing into Charlotte Amelia Harbor. By order of Commanding Officer released from confinement 5 males. A.S.C. his period of confinement having expired: Confined in single cells by same authority, R.A. Hansen A.S.C. to assist action of Navy Dept.

J. M. Name
Ensign U.S.N.

From Midnight to 4 P.M.

Clear and pleasant. Light to stiff breeze from N.E. Barometer falling. Standing in to Charlotte Amelia Harbor St. Thomas. Commanding Officer coming the ship At 12.20 came to with starboard anchor in 4 1/2 fathoms of water, owing to 15 fathoms on starboard chain, mud bottom. Fired a salute of 21 guns with Danish Ensign at the main: salute returned from shore gun for gun. Received a visit from the Holland Kumbak "Arkmar" lying in the harbor sent an officer to return the visit and to the U.S. Consul on shore. The U.S. Consul paid an official visit to the ship. Draft of ship 16' 7 1/2" draft and 13' 5" forward. Breamings at anchorage: Red buoy and Coal wharf in range. Rhode Bank buoy and white spindle in range. Brecken Inver N. N.E. 1/4 E (mag). Let four die ash under boiler 6. kept fire under boiler 7 for distilling.

J. M. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M.

Fair and pleasant. Light shower near end of watch. Saluted American Consul on leaving ship with 7 guns with the Ensign at the fore. By order of Commanding Officer Hansen R.E. A.S.C. who confined in double cells for safe keeping during the night Distilling.

J. M. Name
Ensign U.S.N.

From 8 P.M. to Midnight.

Fair and pleasant with light passing shower first and last hours of watch. Light to gentle breeze from N.E. to E.N.E. Barometer rising then steady. Distilling.

J. M. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex. *Third* Rate,
At anchor in the Harbor of Charlotte Amalia, St. Thomas, V. I.

Hour.	Knots.	Tide.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prog. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at/d.	Air.	Wind.	Wet Bulb.	Water at Surface.				
A. M.									A									
1				E. N. E.	E. N. E.	1-2			30.25	79	76	76			b. c. p.	clear	5	
2				N. E.	"	2-4			30.25	79	76	76			b. c. p. q.	"	2	
3				N. E. by E.	"	2-5			30.25	79	76	76			"	"	3	
4				N. E. by E.	N. E.	2-5			30.25	79	76	76			"	"	4	
5				"	E. N. E.	3-4			30.25	79	76	76			"	"	6	
6				"	"	3-4			30.25	78	76	76			"	"	6	
7				"	"	3			30.27	78	76	76			"	"	6	
8				"	"	3			30.27	78	76	76			"	calm	6	
9				N. E. by E.	N. E. by N.	3-4			30.27	79	81	80			b. c. q.	"	7	
10				N. N. E.	"	3-4			30.29	80	83	79			"	"	7	
11				"	"	3-4			30.29	80	84	79			"	"	7	
Noon.				N. E. by N.	"	3			30.27	80	85	79			b. c.	"	8	

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water distilled during the preceding 24 hours,

1500 "

Water remaining on hand fit for use at noon,

2100 "

Coal consumed during the preceding 24 hours,

1 tons, 1600 lbs.

Coal remaining on hand at noon,

66 " 320 "

P. M.																		
1				N. E. by N.	N. E. by N.	3			30.27	80	84	77			b. c.	cum.	8	
2				N. E.	N. E.	3			30.24	80	83	76			"	"	8	
3				N. E. by N.	N. E. by N.	3			30.24	80	82	76			"	"	8	
4				N. N. E.	N. N. E.	3			30.24	80	82	76			"	"	7	
5				N. E. by N.	"	3			30.24	80	82	76			"	"	5	
6				"	"	2			30.25	80	82	76			"	"	5	
7				N. E.	N. E.	2			30.27	80	82	76			"	"	5	
8				"	"	2			30.27	80	82	76			"	"	4	
9				"	"	3			30.29	80	77	74			"	"	6	
10				"	"	3			30.29	80	77	73			"	"	7	
11				N. E. by N.	"	3-4			30.29	80	77	73			b. c. q.	"	7	
Mid.				N. E.	"	3-5			30.29	80	77	73			"	"	6	

under the command of

Commander E. T. Strong
Sunday, March 14th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy and squally with light passing showers. Light air to stiff breeze from E.N.E. and N.E. Barometer steady. Distilling

J. S. Aubrey
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and pleasant. Gentle to moderate breeze from N.E. to E.N.E. Executed morning orders. Received in Dept. Supplies and Accounts fresh provisions as follows: - 112 lbs. bread; 140 lbs each of beef and vegetables

L. M. James
Ensign U.S.N.

From 8 A.M. to Noon.

Clear and pleasant. Gentle to moderate breeze from N.E. by E. Barometer steady then falling. At 9.30 mustered at quarters. Commanding Officer inspected ship and crew. Commanding Officer held Dinner Service on gun deck. Commanding Officer of Holland Gunboat "Albatross" paid an official visit to the ship Distilling.

J. M. Jordan
Lieutenant U.S.N.

From Noon to 4 P.M.

Clear and pleasant. Gentle breeze from N.W. and E. Barometer rose first hour then fell, steady last three hours. Left liberty party on shore.

J. S. Aubrey
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear and pleasant. Light to gentle breeze from N.N.E. to N.E. Barometer rising slowly. By order Commanding Officer placed A. R. Cannon A. 3 d., in double row for the night. Distilling.

J. M. Jordan
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Clear to fair and pleasant, bright moonlight. Squally last half. Gentle to stiff breeze from N.E.

J. S. Aubrey
Lieutenant U.S.N.

John H. Stewart
Lieutenant U.S.N. Navigator

LOG of the UNITED STATES

Ship *Essex* Third Rate,

At anchor in the Harbor of Charlotte Amalia, St. Thomas, V. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at t'd.	Alty. by Bar.	Alty. Wet Bulb.	Wet at Surface.				
A. M.									A								
1				NE.	NE.	3-4			30.28	79	77	73		b.c.	cum.	5	
2				"	"	3-4			30.26	79	77	73		"	"	4	
3				"	"	3-4			30.25	79	76	73		"	"	4	
4				"	"	3-5			30.24	79	76	73		"	"	4	
5				"	"	3-5			30.25	79	76	73		"	"	5	
6				E by N.	E. NE.	2-3			30.26	79	77	74		b.c.g.	"	5	
7				"	"	2			30.27	79	77	74		b.c.	"	5	
8				"	"	2			30.28	79	79	76		"	"	5	
9				"	NE by N.	3			30.30	80	80	76		"	"	6	
10				NE.	"	3-4			30.31	80	81	76		"	"	6	
11				"	"	3-5			30.30	81	82	77		b.c.g.	"	5	
Noon.				"	"	3-5			30.29	81	83	77		"	"	5	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water *distilled* during the preceding 24 hours,

1200 "

Water remaining on hand fit for use at noon,

2700 "

Coal consumed during the preceding 24 hours,

1 tons, 1760 lbs.

Coal remaining on hand at noon,

64 " 800 "

P. M.																	
1				NE.	NE. by N.	3-5			30.27	80	82	77		b.c.g.	cum.	6	
2				"	"	3-5			30.25	80	82	77		"	"	6	
3				"	NE.	3-5			30.23	80	82	77		"	"	7	
4				"	E. NE.	3-5			30.23	80	82	77		"	"	6	
5				"	"	3			30.23	80	82	77		"	"	6	
6				"	NE.	2-3			30.24	81	79	76		b.c.	"	5	
7				NE. by E.	E. NE.	2-3			30.24	81	79	76		"	"	6	
8				E. NE.	"	3			30.26	81	77	75		"	"	7	
9				NE. by E.	NE. by E.	3			30.28	81	77	75		"	"	7	
10				"	"	3			30.28	81	77	75		"	"	7	
11				"	"	2-3			30.29	81	77	75		"	"	7	
Mid.				"	"	2			30.28	80	77	74		"	"	6	

under the command of

Commander E. T. Strong
Monday March 15th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy. Gentle to moderate N.E. breeze. Distilling.

M. Hulse
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and pleasant. Light to gentle breeze with stiff squalls first part of watch. Barometer rising. Received on board in Dept. Supplies and Accurate 140 lbs. each fresh beef and vegetable and 90 lbs. bread. Scraped topwaste. Executed morning orders.

J. M. Jordan
Lieutenant U.S.N.

From 8 A.M. to Noon

Fair and pleasant. Gentle to stiff breeze from N.E. by S. At 9.30 mustered and inspected crew at quarters. Killed First Division, boats and great guns. Recd. boats and gunnery instructions. Kind, boats and engine sticks. Powder, gunnery. Commanding Officer paid official visit to the Honnor and to the Commanding Officer of the Dutch cruiser Alkmaar. Received official visit from A. T. C. to the Governor. Distilling.

J. B. Luby
Lieutenant U.S.N.

From Noon to 4 P.M.

Clear. Gentle to strong N.E. by S. to E. N.E. breeze. At 1, called all hands to muster and read summary court martial sentence in case of Harry B. Grantzman (A.S.C.) viz: - 30 days solitary confinement on bread and water with full ration every fifth day and to lose all pay becoming due him during confinement. By order of the Commanding Officer H. B. Grantzman was confined in conformity with above sentence. Chandross officers made a visit to officers of Dutch Ship Alkmaar. Overhauled and refilled recoil cylinders of 4" mounts No. 4-43-45.

M. Hulse
Lieutenant U.S.N.

From 4 to 8 P.M.

Fair to clear and pleasant. Light to gentle breeze from E. N.E. and N.E. Barometer rising slowly. Continued on sailing barrels. Executed apprentices in gymnastics and setting up. Drunked distilling and ballroom fire to die out.

J. B. Luby
Lieutenant U.S.N.

From 8 P.M. to Bed

Clear and pleasant. Gentle to light N.E. by E. breeze.

M. Hulse
Lieutenant U.S.N.

Examined and found to be correct.

John H. Stewart
Lieutenant U.S.N. Navigator

LOG of the UNITED STATES

Ship *Essex* Third Rate,
At anchor in the Harbor of Charlotte Amalia St. Thomas, V. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.					TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force and Direction of Wind, by symbols.	State of the Sea, by symbols.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.																			
1				N E by E.	N E by E.	3			30.25	80	77	75				b.c.	can.	8	
2				E by N.	E N E.	3			30.23	80	77	75				"	"	8	
3				E N E.	"	2-3			30.22	80	77	75				"	"	7	
4				"	"	3			30.21	80	77	75				"	"	6	
5				East	East	2			30.21	80	77	75				"	"	6	
6				E by N.	"	2			30.23	79	76	74				"	"	5	
7				"	E by N.	2			30.28	79	77	74				"	"	5	
8				East	"	2			30.29	79	80	76				"	"	5	
9				"	E N E.	2-3			30.29	80	80	75				"	"	5	
10				E by N.	"	2-4			30.30	80	80	75				b.c.g.	"	5	
11				E N E.	"	3-4			30.29	80	80	75				b.c.g.	can.	4	
Noon.				N E by E.	"	2-5			30.27	80	81	76				b.c.g.	"	5	

Position at 8 A. M. { Latitude by
 { Longitude by

Position at noon: { Latitude by observation
 { Longitude by observation
 { Latitude by D. R.
 { Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
 { Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water *distilled* during the preceding 24 hours,

500 "

Water remaining on hand fit for use at noon,

2700 "

Coal consumed during the preceding 24 hours,

tons, lbs.

Coal remaining on hand at noon,

64 " 800 "

P. M.																			
1				E N E.	E N E.	3-4			30.25	81	81	76				b.c.	can.	5	
2				"	"	3			30.24	81	81	76				"	"	6	
3				"	"	3			30.21	81	81	76				"	"	5	
4				N E by E.	"	3			30.21	81	81	76				"	"	5	
5				"	"	3			30.22	81	80	75				"	"	6	
6				East	East	3			30.23	81	79	75				"	"	7	
7				E by S.	"	1-2			30.24	82	78	75				"	"	6	
8				"	"	2			30.25	82	77	74				"	"	7	
9				E N E.	"	2			30.25	82	77	74				"	"	9	
10				"	"	2			30.25	81	76	74				"	"	8	
11				"	N E.	3			30.26	82	76	74				"	"	8	
Mid.				N E.	"	3			30.27	81	76	74				"	"	8	

under the command of

Commander E. T. Strong.
Tuesday, March 16th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 P.M.

Clear and pleasant. Gentle and light breeze from N.E. by E.
and E. N.E. Bright moonlight. Barometer falling.

R. D. Fiske
Ensign U. S. N.

From 4 to 8 A.M.

Fair and pleasant. Light breeze from East and E. by N. Barometer rising. Carried out morning orders. Liberty men returned. Received in Dept. of Supplies and Account 112 lb. bread, 140 lb. beef and 140 lb. vegetables.

J. E. Luby
Lieutenant U. S. N.

From 8 A.M. to Noon.

Fair and pleasant. Light air to strong E. N.E. breeze in squalls. At 9.30 mustered at quarters then exercised at boats: First Division, 100 yards; 2nd Division, 200 yards; 3rd Division, 300 yards. Officers of the Dutch ship returned call made on them yesterday. At 11, Armed and equipped boats.

W. H. Hulme
Lieutenant U. S. N.

From Noon to 4 P.M.

Fair and warm. Gentle E. N.E. breeze. Examined port watch crews of boats, at boats under oars. Gunners gang overhauled and refilled by hydraulic screw cylinders of 4" diameter \times 23, 42, 44 and 6 feet. \times 113 and 114.

R. D. Fiske
Ensign U. S. N.

From 4 to 8 P.M.

Clear to fair. Gentle breeze to light air from E. N.E. to the East. Examined boys at setting up.

W. H. Hulme
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Gentle Easterly and N.E. breeze. Bright moonlight. German steamer left the harbor.

R. D. Fiske
Ensign U. S. N.

Examined and found to be correct.

John H. Stewart
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* *Third* Rate,
At anchor in the Harbor of Charlotte Amalia, St. Thomas, V. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prev. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Air, Shade.	Water at Surface.				
A. M.									A									
1				East	East	0-1			30.27	80	76	74			b.c.	cum.	6	
2				"	"	0-1			30.27	80	76	74			"	"	5	
3				"	"	1			30.24	80	76	74			"	"	6	
4				"	"	1-2			30.23	79	74	73			b.c. sp.	cumulus	5	
5				"	"	1-2			30.23	78	74	73			b.c.	"	6	
6				E. by S.	"	1-2			30.25	78	74	73			"	"	6	
7				E. S. E.	"	1-2			30.25	78	74	73			"	"	5	
8				"	N. E. by N.	1-2			30.25	78	74	73			"	"	5	
9				N. E. by N.	"	2			30.29	80	79	76			"	"	4	
10				N. E.	N. E.	2			30.30	80	80	76			"	"	4	
11				"	"	2			30.29	80	80	76			"	"	4	
Noon.				N. E. by E.	E. N. E.	2-3			30.28	80	81	77			"	"	4	

Position at 8 A. M. { Latitude by
Longitude by

° ' "

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

° ' "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

2100 "

Coal consumed during the preceding 24 hours,

tons, lbs.

Coal remaining on hand at noon,

169 " 800 "

P. M.																		
1				N. E.	N. E.	2			30.24	81	81	77			b.c.	cumulus	4	
2				"	"	3			30.22	81	81	77			"	"	4	
3				"	"	3			30.21	81	81	77			"	cum.	4	
4				"	"	3			30.20	81	81	77			"	"	5	
5				N. N. E.	N. N. E.	2			30.20	81	81	77			"	"	5	
6				"	"	3			30.20	81	79	77			"	"	6	
7				N. E.	N. E.	2			30.21	79	79	77			"	"	7	
8				"	"	2			30.23	79	77	75			"	"	7	
9				N. E. by E.	"	2			30.24	79	77	75			"	"	7	
10				"	"	2.5			30.24	79	76	74			b.c. sp.	"	6	
11				N. E.	"	3-5			30.25	79	76	74			"	"	6	
Mid.				N. E. by E.	"	3-5			30.25	79	76	74			"	"	6	

under the command of

Commander E. T. Strong
Wednesday March 17th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

East. Falling barometer

Fair and pleasant. Calm to light air and breeze from

See name
Ensign R. S. N.

From 4 to 8 A.M.

Fair. Light air to light breeze from the East. Executed morning
orders. Prepared to receive coal. Received in Pay Dept. 112 lbs. bread and 140 lbs. sack of
fresh beef and vegetable. At 8, coal lighter came alongside.

M. Hulse
Lieutenant R. S. N.

From 8 A.M. to Noon.

Cloudy. Light and gentle N.E. and E.N.E. breeze. Engaged in coaling
ship. Coal lighter from Beasted and Co. being alongside. Executed standard boat crew at
boats under oars. Gunner's gang overhauled and refilled hydraulic reel cylinders of 1 pdr. mortar
78 and 79, and 6 pdr. mortar # 131 and 132. English Collier steamer left the harbor.

R. S. Tisdale
Ensign R. S. N.

From Noon to 4 P.M.

Fair and pleasant. Light to gentle breeze from S.E. Falling barometer.
Convinced by order of Commanding Officer Beasted and Co. (A. S. C.) the day solitary confinement on
bread and water: offense disobedience of orders and impudence to a petty officer. Finished
coaling ship at 3 o'clock. Received in all 105 tons. (Equip. Dept.)

See name
Ensign R. S. N.

From 4 to 8 P.M.

Fair and pleasant. Light to gentle N.E. and N.E. breeze. Received
a visit from the Honorable the Daniel West Indee and at his departure fired a salute
of 15 guns, he having previously visited the Dutch Mast of War in the harbor, and received
same salute. Bright moonlight after sundown.

R. S. Tisdale
Ensign R. S. N.

From 8 P.M. to Mid

Clear and pleasant. Light to stiff breeze in squalls from S.E.

I. We named
Ensign R. S. N.

This day finished cleaning and refilling the cylinders
of all guns.

Examined and found to be correct.

John H. Stewart
Lieutenant R. S. N. Navigator

LOG of the UNITED STATES

Ship Essex.

Third Rate,

At anchor in the harbor of Charlotte Amalia, St. Thomas, V.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 'd.	Air, Wet Bulb.	Water at Surface.				
A. M.									A							
1				N by E.	N by E.	1-4			30.23	78	76	74	b.c.g.p.	cum. mist	5	
2				North	North	1-2			30.21	78	75	74	b.c.	"	7	
3				"	"	1-2			30.19	78	74	73	"	"	7	
4				"	"	1-2			30.19	78	74	73	"	"	5	
5				"	"	1			30.20	78	74	73	"	"	6	
6				"	"	2-4			30.21	78	74	73	b.c.g.p.	"	2	
7				N by E	"	2-4			30.21	78	75	74	"	"	4	
8				N.E. by N.	N.E.	2-3			30.25	79	83	79	b.o.	"	5	
9				"	"	2			30.25	80	83	79	"	"	5	
10				North	N.N.E.	2-4			30.25	80	83	79	b.o.g.	"	5	
11				"	N.E. by N.	2-4			30.25	80	80	75	"	"	4	
Noon.				N.N.E.	N.N.E.	2-4			30.22	79	80	76	"	"	4	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water

during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1600 "

Coal consumed during the preceding 24 hours,

tons, 800 lbs.

Coal remaining on hand at noon,

169 " "

P. M.																
1				North	North	3-4			30.19	79	80	77	b.c.g.	cum.	4	
2				"	"	3-6			30.17	80	81	77	"	"	6	
3				"	"	3-5			30.17	80	80	77	"	"	4	
4				N. by E.	"	3-5			30.17	80	79	77	"	"	5	
5				"	"	3-5			30.17	80	79	77	"	"	4	
6				"	"	3-5			30.18	80	77	75	"	cum. mist	2	
7				N.E.	N.E. by E.	3-6			30.19	78	74	74	b.c.g.p.	"	2	
8				"	"	3-6			30.22	76	74	74	"	"	3	
9				E.N.E.	E.N.E.	3-8			30.24	77	74	74	"	"	2	
10				N.E.	N.E.	3-8			30.25	76	74	73	b.c.g.	"	3	
11				E.N.E.	E.N.E.	3-7			30.25	77	75	73	"	"	4	
Mid.				N.E.	N.E.	3-7			30.25	77	75	73	"	"	4	

under the command of

Commander E. J. Strong
Thursday, March 18th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant, with passing showers first hour of watch. Light air to light breeze, with moderate squalls first part of watch. Barometer falling.

J. M. Jordan,
Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy. Light passing rain showers first half of watch. Light air to moderate breeze in squalls from North to N.E. Received in Supplies and Accounts following fresh provisions for crew, 112 lbs. bread, 140 lbs. beef, 140 lbs. vegetables. Boat with diving and diving apparatus from P. Thomas Floating Dock Co. came alongside to examine spot after sea suction valve. French mail steamer came into port.

R. D. Lisdale
Ensign U. S. N.

From 8 A.M. to Noon.

Cloudy. Light to moderate breeze from N.E. to N.W.E. Had quarters at 9:30 and exercised apprentices at Battalion of infantry. Diver from shore engaged in placing a curb to stop spot after sea suction valve. By order of Commanding Officer confined in double irons for five days and reduced to fourth class in middle of J. J. Solferino Sea. Officers: bandaging and leaving boat while on drill and being under the influence of liquor.

J. M. Jordan
Ensign U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Gentle breeze with stiff to fresh squalls from North. Barometer falling then steady. Exercised 1st and 2nd Cutters and Whaler on over. Diver from shore at work under ship's bottom, attempting to place a mattress to stop spot after sea suction valve, attempt unsuccessful. By order Commanding Officer released from confinement, A. E. Ireland (App. 3 cl), expiration of punishment.

J. M. Jordan
Lieutenant U. S. N.

From 4 to 8 P.M.

Cloudy with passing rain squalls last part. Gentle to stiff and fresh breezes in squalls from North to N.E. by E. Brought off sailing launch from shore. French line steamer went to sea at 5:30. Sub liberty party ashore. At 7:30 used chain to 25 fathoms.

J. M. Jordan
Ensign U. S. N.

From 8 P.M. to Midnight

Clear with passing showers first part of watch. Gentle breeze with heavy squalls from E.N.E. to N.E. Barometer rising then steady.

J. M. Jordan,
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship *Essex*, Third Rate,
At anchor in the Harbor of Charlotte Amalia, St. Thomas, V. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clear Sky in fths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 1/2.	Air.	Wet Bulb.	Water at Surface.				
A. M.									A								
1				N. N. E.	N. E.	3.7			30.23	77	74	74		b. c. g. p.	cum. umb.	3	
2				"	"	3.7			30.21	78	74	74		"	"	4	
3				"	"	3.6			30.19	78	74	74		"	"	5	
4				"	"	3.6			30.19	76	74	73		"	"	4	
5				N. E.	"	3.6			30.20	77	74	73		b. c. g.	"	3	
6				"	"	3.5			30.22	77	74	73		"	"	4	
7				"	"	3.4			30.24	77	75	72		"	"	4	
8				N. E. by N.	N. E. by N.	3.4			30.25	77	75	72		"	"	6	
9				"	N. E. by E.	3.4			30.26	78	76	73		"	"	5	
10				N. E.	"	3			30.28	78	78	74		b. c.	"	5	
11				N. E. by N.	"	3.4			30.26	78	78	74		b. c. g.	cum.	6	
Noon.				"	"	3.4			30.25	78	78	75		"	"	6	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water

during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1100 "

Coal consumed during the preceding 24 hours,

tons, 800 lbs.

Coal remaining on hand at noon,

168 " 1440 "

P. M.																	
1				N. E.	N. E. by E.	3.4			30.23	79	79	75		b. c. g.	cum.	5	
2				N. N. E.	"	3.5			30.22	79	79	75		"	"	6	
3				"	"	3.4			30.21	79	79	75		b. c.	"	5	
4				N. E. by E.	"	3.4			30.21	79	79	75		"	"	5	
5				N. E.	"	3.4			30.21	79	78	75		"	"	4	
6				"	"	3.4			30.23	78	78	75		"	"	6	
7				N. E. by E.	"	3			30.23	78	77	75		cum. umb.	cum. umb.	6	
8				"	"	2.3			30.24	78	75	73		"	"	5	
9				"	"	2.3			30.26	78	75	72		"	"	2	
10				N. E.	"	2.3			30.26	78	74	72		"	"	3	
11				E. by N.	E. N. E.	3			30.26	78	74	72		"	"	2	
Mid.				"	"	3			30.26	78	74	72		"	"	2	

under the command of

Commander E. T. Strong,
Friday, March 19th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear to cloudy and squally. Gentle to fresh breeze from N.E. Barometer falling.

J. B. Kirby
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and pleasant. Gentle to fresh and moderate breeze from N.E. to N.E. by N. Rising barometer. Excited morning order French line steamed west to sea and German Steamer "Virginia" came in and anchored. Received in Dept. of Supplies and Accounts fresh provisions as follows: 112 lbs. bread, 140 lbs. beef and 140 lbs. of vegetable.

J. M. Jordan
Ensign U.S.N.

From 8 A.M. to Noon.

Clear and pleasant. Gentle to moderate breeze from N.E. by E. Barometer rising then falling. At 9.30 mustered at quarters, afterwards exercised at General Quarters without firing. Time of reporting ready Forward Powder 42 sec. After Powder, 1 min. 11 sec. 2nd Division 1 min. 24 sec. 3rd Division 1 min. 36 sec. 1st Division 3 min. 31 sec. Fused at 10.10. The French flagship "Dubouche" flying the flag of Admiral Paquis de la Marmorée, Commanding the Atlantic Division of the French Fleet, and Commanded by Captain de Crayssac, steamed into the harbor firing a salute of 21 guns with Danish Ensign at the mast. The salute being returned, gun for gun, by the battery on shore. The Dubouche steamed alongside of coal wharf. But an officer with an offer of the General's courtesy to board her. This visit having been returned by a French Officer fired a salute of 13 guns with French Ensign at the foot in honor of the French Admiral. Commanding Officer paid an official visit to the "Dubouche". By order of the Commanding Officer confined C. A. Crannell (A. 3. c.) for two days, solitary confinement no bread and water, offense, attempting to dispose of another apprentice watch dog to the timber man. A diver from shore at work trying to place a wooden box over sea bottom valve opening.

J. M. Jordan
Lieutenant U.S.N.

From Noon to 4 P.M.

Clear and squally first half. Gentle to stiff breeze from N.E. by E. Barometer falling slowly. Repaired port after sea water, found gun in sub. Repaired davages and replaced valve. Took liberty party on shore. Received official visit from the Commanding Officer of the French cruiser Dubouche.

J. B. Kirby
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear and pleasant. Light to moderate breeze from N.E. by E. Barometer rising. P. Olsen (A. 3. c.) P. Keizer (A. 3. c.) E. J. Murphy (A. 3. c.) W. F. Billings (A. 3. c.) and J. T. Walsh (A. 3. c.) returned from liberty. Two hours visit and J. T. Mason (A. 3. c.) over and one half hours visit. By order Commanding Officer placed the two latter under care of Master at arms for safe keeping.

J. M. Jordan
Lieutenant U.S.N.

From 8 P.M. to Night

Cloudy but pleasant, bright moonlight. Light to gentle breeze from N.E. by E. Barometer rising.

Examined and found to be correct.

J. B. Kirby
Lieutenant U.S.N.
John W. Smith
Lieutenant U.S.N. Navigator

LOG of the UNITED STATES

Ship Essex *Third* Rate,

At anchor in the Harbor of Charlotte Amalie, St. Thomas, V. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clear Sky, in fms.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at 1/4.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.									A								
1				East	East	1			30.24	77	74	72		b.c.	cum. strab.	5	
2					"	0-1			30.23	77	73	72		"	"	6	
3				E. & E.	"	0-1			30.22	77	73	72		"	"	5	
4				E. by S.	"	0-1			30.22	76	72	71		"	cum. uncl.	3	
5				"	"	1			30.22	78	72	71		"	"	4	
6				"	E. N. E.	1			30.23	78	73	72		"	"	2	
7				"	"	1			30.25	78	73	72		"	cir. cum.	6	
8				N. E.	N. E.	2			30.27	78	81	77		"	"	6	
9				"	"	3			30.27	78	81	77		"	"	6	
10				E. N. E.	"	3-4			30.28	78	81	78		"	"	5	
11				N. N. E.	"	3			30.28	78	80	77		"	"	5	
Noon.				"	"	3			30.26	79	81	78		"	cum. strab.	5	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water *received* during the preceding 24 hours,

2200 "

Water remaining on hand fit for use at noon,

2700 "

Coal consumed during the preceding 24 hours,

tons, lbs.

Coal remaining on hand at noon,

168 " 1440 "

P. M.																	
1				N. E.	N. E.	3			30.23	79	80	78		b.c.	cum. strab.	5	
2				E. N. E.	E. N. E.	3			30.20	79	81	78		"	"	5	
3				N. E.	N. E.	3-4			30.19	79	79	78		"	"	5	
4				E. N. E.	E. N. E.	3-4			30.18	79	79	78		"	"	6	
5				N. E. by N.	"	2			30.19	79	78	78		"	"	4	
6				"	"	2			30.19	79	77	77		"	"	3	
7				E. N. E.	"	2			30.20	79	77	76		"	"	4	
8				N. E.	N. E.	2			30.22	79	77	76		"	"	5	
9				E. N. E.	E. N. E.	3			30.24	79	77	76		"	"	3	
10				"	"	3-4			30.25	79	76	76		b.c. & y.	cum. uncl.	2	
11				E. by S.	East	3			30.26	79	76	76		b.c.	"	4	
Mid.				"	"	3-4			30.25	78	76	76		"	"	3	

under the command of

Commander E. T. Strong
Saturday March 20th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair to cloudy Light breeze from the East.

W. H. Hulme
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Light breeze from East to NE. Barometer rising. Received on board in Dept. Supplies and Accounts 112 lbs. bread and 140 lbs each of fresh beef and vegetables. By order of Commanding Officer released from Master at Arms charge, J. H. Mahle and J. H. Mahle Apprentices 3 each.

J. M. Jordan
Lieutenant U. S. N.

From 8 A.M. to Noon.

Fair and pleasant. Gentle to moderate breeze from NE. At 9 O'clock flagship moved out from the coal dock and anchored in the harbor, she fired a salute of 13 guns, with the U. S. Design at the fore in reply to the salute fired by the Essex upon the arrival of the Dubouche yesterday. At 30 water boat came alongside, received in Equipment Dept. 2200 gallons fresh water.

J. B. Aubrey
Lieutenant U. S. N.

From Noon to 4 P.M.

Fair gentle to moderate NE. to E. NE breeze. Ferried out money to crew. Left liberty party ashore. At 2.30 the Ochs flagship Dubouche left the harbor and stood to the SE.

W. H. Hulme
Lieutenant U. S. N.

From 4 to 8 P.M.

Cloudy but pleasant. Light breeze from E. NE. and NE. Barometer rising. Liberty party returned. By order of the Commanding Officer E. T. Percival (A. S. C.) was placed under the charge of the Master at Arms for safe keeping, he having returned from liberty drunk. By the same authority, L. Cluett (A. S. C.) was placed in double wine for safe keeping, he being drunk on duty and disorderly.

J. B. Aubrey
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Cloudy. Gentle to moderate breeze from E. NE. to the East.

W. H. Hulme
Lieutenant U. S. N.

Examined and found to be correct.

John F. Stewart
Lieutenant U. S. N.

Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
At anchor in the Harbor of Charlotte Amalia, St. Thomas, U. S.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Dths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 4.	Air, by Bulb.	Wet Bulb.	Water at Surface.				
A. M.									A								
1				East	East	2			30.22	79	76	76		b.c.	cumstr.	2	
2					"	2			30.20	79	76	76		"	"	5	
3				N.E.	N.E.	2			30.19	78	76	76		"	"	5	
4				"	"	2			30.18	78	75	74		"	cum.	5	
5				E. by N.	East	2			30.21	78	75	74		"	"	5	
6				E. N.E.	"	2.3			30.21	78	75	74		"	"	4	
7				E. by N.	"	1.2			30.22	78	75	74		"	cumstr.	3	
8				"	"	3			30.23	79	78	77		"	"	4	
9				"	E. by N.	3			30.26	78	80	79		"	"	5	
10				"	E. N.E.	3			30.26	78	80	77		"	"	5	
11				"	N.E. by E.	3.4			30.26	79	80	75		"	"	5	
Noon.				N.E. by N.	N.E.	3.4			30.26	79	80	75		"	"	5	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

2200 "

Coal consumed during the preceding 24 hours,

tons. 800 lbs.

Coal remaining on hand at noon,

168 " 640 "

P. M.																	
1				East	N. N.E.	3.4			30.23	79	81	75		b.c.	cum.	6	
2				E. N.E.	"	3			30.23	79	81	75		"	"	4	
3				N.E.	N.E.	3			30.20	79	80	75		"	"	6	
4				N. N.E.	"	3			30.20	79	80	75		"	"	6	
5				"	N. N.E.	2			30.20	79	80	75		"	"	6	
6				N.E. by E.	N.E. by E.	3			30.20	80	79	75		"	cum. rain.	4	
7				"	E. N.E.	3			30.20	80	77	75		"	"	6	
8				E. N.E.	"	3			30.21	81	76	73		"	"	8	
9				N.E. by E.	N.E. by E.	2			30.23	81	76	74		"	"	8	
10				E. N.E.	"	3			30.25	79	76	74		"	cum.	7	
11				E. by N.	E. by N.	3			30.25	79	75	72		"	"	7	
Mid.				"	"	3			30.25	79	75	72		"	"	7	

under the command of

Commander E. D. Strong
Sunday March 21st

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Moonlight

Fair and pleasant. Light Easterly and N.E. breeze.

R. D. Thadale
Ensign U. S. N.

From 4 to 8 A.M.

Fair to cloudy but pleasant. Light air to gentle breeze from East. Barometer rising slowly. Received last morning orders. By order of the Commanding Officer released E. H. Percival A. 3c, he being sober. Liberty party returned, J. J. Barry, R. C. Birmingham and L. Gooding, all Apprentices 3rd class returned from liberty 14 1/2 hours overtime. Received in Dept. of Supplies and Accounts 112 lbs bread and 140 lbs each of beef and vegetables.

J. S. Goff
Lieutenant U. S. N.

From 8 A.M. to Noon.

Generally fair. Gentle to moderate breeze from E. by N. to N.E. by E. At 9.30 mustered at quarters and Commanding Officer inspected ship and crew. At 10 held Divine Service. By order of Commanding Officer H. A. Cravall, (A. 3c) was released from confinement, term having expired, and J. L. M. Cormick (A. 3c) was placed in solitary confinement on bread and water for one day, offense disrespectful to Executive Officer in not answering Lt. A. Gunnar steamed came into port.

W. H. Hulme
Lieutenant U. S. N.

From Noon to 4 P.M.

Fair. Gentle N.E. breeze. Put liberty party of men ashore.

R. D. Thadale
Ensign U. S. N.

From 4 to 8 P.M.

Fair to clear. Light to gentle N.W. to E.N.E. breeze.

W. H. Hulme
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Light and gentle N.E. and Easterly breeze.

Moon rose about 9.15.

R. D. Thadale
Ensign U. S. N.

Examined and found to be correct.

John Stewart
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES *Ship Essex* *Third* Rate,
At anchor in the Harbor of Charlotte Amalia, St. Thomas, V. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 1/2.	Air.	Wet Bulb.	Bulb.	Water at Surface.				
A. M.									A									
1				East	E N E.	3			30.24	80	73	72			b.c.	cum.	7	
2				E N E.	"	3.5			30.24	79	74	72			b.c.g.	"	6	
3				"	"	3.4			30.21	78	75	72			"	"	9	
4				"	"	3			30.21	78	75	72			"	"	8	
5				E S E.	East	3			30.21	78	75	72			b.c.	"	6	
6				"	E S E.	2			30.22	77	75	70			"	"	5	
7				N E.	N E.	2			30.24	78	78	73			"	"	5	
8				E N E.	"	3			30.25	79	81	75			"	"	7	
9				N E.	"	3			30.27	78	83	76			"	"	7	
10				N E. by N.	"	3			30.28	78	80	74			"	"	5	
11				"	"	3.5			30.26	78	80	75			b.c.g.	"	6	
Noon.				N E.	"	3.4			30.24	79	81	76			"	"	7	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1700 "

Coal consumed during the preceding 24 hours,

tons, lbs.

Coal remaining on hand at noon,

168 " 640 "

P. M.				N E. by E.	N E.	3			30.21	80	81	76			b.c.	cum.	6	
1				"	"	3			30.18	80	81	76			"	"	6	
3				"	"	3			30.17	80	81	75			"	cum. stat.	6	
4				N E.	"	3.4			30.17	80	81	75			"	"	5	
5				"	"	4.5			30.16	80	79	77			b.c.g.	"	5	
6				"	"	4.5			30.16	79	77	76			"	"	5	
7				E N E.	"	3			30.19	79	77	75			b.c.	cum. cum.	5	
8				N E.	"	3			30.21	79	77	74			"	"	7	
9				N E. by N.	"	3			30.22	79	76	72			"	"	7	
10				N E.	"	3.5			30.22	80	76	72			"	"	6	
11				"	"	3.4			30.22	80	76	72			"	"	6	
Mid.				"	"	3.4			30.22	79	76	72			"	"	7	

under the command of

Commander E. T. Strong
Monday, March 22nd

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Gentle to stiff breeze in squalls from E.N.E. Barometer falling slowly.

T. W. Nason
Ensign U.S.N.

From 4 to 8 A.M.

Fair. Gentle to light breeze from the East to E.S.E. Exercised morning order. Received for use of crew 12 lb fresh bread and 14 lb each fresh beef and vegetables.

W. Holmes
Lieutenant U.S.N.

From 8 A.M. to Noon

Fair and pleasant. Gentle to stiff breeze from N.E. At 9.30 had quarters and carried Appointments as follows during the period: Powder Division, gunnery and boats; 1st Division, great guns; 2nd Division, gunnery and boats; 3rd Division, small arms and boats and part of Division at signal instruction. During 2nd period had company drill. Hosted in sailing launch. By order of Commanding Officer released from confinement J. L. W. Cornish (App. 3rd class) and by same authority placed in solitary confinement on bread and water for 5 days, L. Elliott, App. 3rd class, officer; drunk and disorderly on board ship.

R. D. Goddard
Ensign U.S.N.

From Noon to 4 P.M.

Clear and pleasant. Gentle breeze from N.E. Barometer falling. Called all hands to muster at 10 o'clock and published proceedings and sentence of summary court martial in the case of Frank D. Munro, App. 3rd class. Carried signal class. One Sumner steamer came in and anchored and another went to sea. Put liberty party ashore.

T. W. Nason
Ensign U.S.N.

From 4 to 8 P.M.

Fair to clear. Stiff to gentle breeze from N.E.

R. D. Goddard
Ensign U.S.N.

From 8 P.M. to Midnight

Clear and pleasant. Gentle to moderate breeze from N.E. Barometer rising. J. Mack, App. 3rd class, was found drunk on board ship and by order of Commanding Officer was placed in single irons for safe keeping.

T. W. Nason
Ensign U.S.N.

Examined and found to be correct.

Joseph Stewart
Lieutenant U.S.N. Navigator

LOG of the UNITED STATES

Ship Essex
At anchor in the Harbor of St. Thomas, V. I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1				N.E. by E.	N.E.	3-5			30.21	78	75	72			b.c.g.	cum. str.	6	
2				N.E.	"	2-3			30.19	78	75	72			"	"	6	
3				N.E. by N.	"	3-4			30.18	78	75	71			"	"	6	
4				N.E.	"	2-3			30.18	78	75	71			b.c.	"	6	
5				"	"	2-3			30.18	79	75	71			"	"	8	
6				"	"	2-3			30.19	79	76	70			"	"	7	
7				E. by S.	E. N.E.	2			30.20	78	76	73			"	cum.	8	
8				"	"	2			30.20	78	76	73			"	"	8	
9				E. N.E.	"	2			30.21	78	80	75			"	"	5	
10				N.E.	"	2			30.22	78	81	76			"	"	5	
11			88.9	S. 1/4 E.	"	2-3			30.22	78	80	75			b.c. p.	cum. ant.	5	
Noon.	0	2	89.1	"	E. by N.	3			30.22	78	80	75			b.c.	cum.	5	

2 Distances by Log

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation *Beauvois*
Longitude by observation *Beauvois*
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

Position at 8 P. M. { Latitude by *D. R.*
Longitude by *D. R.*

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

Making passage to La Guayra Venezuela

P. M.																		
1	3	4	92.5	S. 1/4 E.	E. by S.	3			1/2	30.19	78	80	75		b.c.	cum.	5	
2	4	2	96.7	"	"	3			1/2	30.18	78	80	75		"	"	5	
3	4	5	1.2	"	"	3			1/2	30.15	79	79	74		"	"	5	
4	4	8	6.0	"	"	3			1/2	30.14	79	79	74	78	"	"	5	
5	5	6	11.6	"	"	4			1/2	30.15	79	79	74	78	"	"	5	
6	5	9	17.5	S. 1/2 E.	"	4			1/2	30.15	78	77	75	78	"	cum. ant.	5	
7	5	7	23.2	"	"	4			1/2	30.15	78	77	75	78	"	"	5	
8	3	8	27.0	"	"	3			1/2	30.17	78	77	74	78	"	"	7	
9	4	2	31.2	S.E.	N.E.	3			30.19	78	77	74	78	"	"	"	8	
10	2	9	34.1	S.E. 1/4 S.	N.E. by E.	3			1/2	30.19	78	77	73	78	"	"	9	
11	3	3	37.0	"	"	3-4			1/2	30.19	78	76	74	78	"	cum. ant.	7	
Mid.	3	4	40.4	S.E.	"	3-4			1/2	30.18	78	76	74	78	"	"	5	

51.7

4-20

under the command of

Commander E. J. Strong
Tuesday, March 24th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant light to gentle breeze with moderate to stiff squalls from N.E. Barometer falling then steadily.

J. W. Jordan
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and pleasant. Moderate to light breeze from N.E. and E.N.E. German steamer left the harbor and an English lugger came in. Started fire under boilers A and B at 7. Received in Pay Dept. for issue to crew following fresh provisions: 112 lb. bread, 140 lb. beef, 140 lb. vegetables.

R. D. Goodale,
Ensign U.S.N.

From 8 A.M. to Noon.

Fair and pleasant. Light to gentle breeze from E.N.E. to E. by N. Barometer nearly steady. Crossed royal yards at 8.35, then secured all boats for sea, got in accommodation ladders rigged and lower boats. Dined on engine and at 10.35 called all hands up anchor Underway at 10.48. Draft forward 14 feet 3 inches, Aft 16 feet 6 inches. Took out of harbor. Commanding Officer coming the ship. At 11.45 stopped steaming and let fire die out in boiler A and continued distilling on boiler B. Called all hands and made all sail to rigels except the mainmast. At 12 o'clock took departure Frenchman Cap having E.S.E. 1/8 E (mod) distant 4 1/2 miles; patent log 891 and set course 1 1/2 N. Released from confinement by order of Commanding Officer, Withers J. J. (C), his period of confinement having expired. Confined by same authority. Smith J. (B.M. 2d) on punishment of 10 days double row; offense being under the influence of liquor on board ship and having liquor in possession. Mustered at quarters at 9.30, he absent. A. R. Hansen (A. 3d) was released from confinement by order of Commanding Officer and made a prisoner at large.

J. W. James
Ensign U.S.N.

From Noon to 4 P.M.

Clear and pleasant. Gentle breeze from E by N. Barometer falling. Steaming a course 1 1/2 N. No change of sail. Exercised apprentices at rigels, heaving the lead, and firing with 45 cal. rifle at target towing astern. Had getting up canvas, saved smoke pipe. Distilling. A. R. Murphy (A. 2d) was this day discharged from the ship and sent home, with honorable discharge, on account of expiration of term of enlistment.

J. W. Jordan,
Lieutenant U.S.N.

From 4 to 8 P.M.

Fair to clear and pleasant. Moderate to gentle breeze from E by N. Barometer rising slowly. Steamed on Steaming course 1 1/2 N. until 5, when changed to 1 1/2 E. Under all sail except mainmast until 6.40 when took in bud furl, topgallant, sails, royals and flying jib. Distilling. At 6.10 called all hands and commenced making and taking in sail, stopped drum at 6.35.

J. L. Luby,
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Clear and pleasant. Gentle to moderate N.E. to N.E. by E. breeze. At 9 changed course to S.E. patent log 312. Held course for a few minutes and then fell off. At 11 came up to course S.E. Distilling, fire in one boiler.

W. H. Luce,
Lieutenant U.S.N.
Lieutenant U.S.N. Navigation

John L. Stewart

LOG of the UNITED STATES

Ship Essex
Making passage from St. Thomas, V.I. to La Guayra, Venezuela.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at t'd.	Air, Dry Bulb.	Wet Bulb.	Water at Surface.					
A. M.	5 ¹	7	43.6	SE.	NE by E.	4			1	30.15	78	77	73	78	b.c.	cum.	4	5	
1	3	0	46.6	"	"	4			1	30.14	78	77	72	78	"	"	6	"	
2	3	6	49.2	"	"	3			1	30.14	78	76	72	78	"	"	6	"	
3	2	4	50.5	SE 1/2 S.	"	2-3			1	30.13	78	76	72	78	"	"	5	"	
4	3	0	52.2	SE by S.	E. N. E.	2-3			3/4	30.13	78	76	73	78	"	"	7	"	
5	3	0	53.9	"	"	2-3			3/4	30.15	78	77	73	78	"	cir.	7	"	
6	2	7	56.1	SE 1/2 E.	"	3			1/2	30.16	78	78	74	78	"	"	7	"	
7	3	1	59.2	SE 1/2 E.	E. by N.	3			1/2	30.18	79	80	75	78	"	"	8	"	
8	1	9	61.1	SE 1/2 E.	"	3			1/2	30.19	79	81	76	78	"	"	7	"	
9	2	6	63.7	S by E.	"	3			3/4	30.18	79	80	75	78	"	"	6	"	
10	3	2	66.9	"	East	3			3/4	30.19	79	80	75	78	"	"	6	"	
11	3	2	70.1	S 3/4 E.	"	3-4			1/2	30.18	79	80	75	78	"	"	6	"	
Noon.	3	2																	

S. C. 4 Sauter's log.

Position at 8 A. M. { Latitude by D. R.

Longitude by Observation 0

Latitude by observation

Longitude by observation

Position at noon: { Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: 1/2 miles, set West true.

Position at 8 P. M. { Latitude by D. R. from Noon

Longitude by Chronometer from P. M. Observation 0

Variation of compass: 0° 00'

Error of compass observed at 4 P. M. 1° 00' W

Deviation of compass on S 1° 00' W

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.	1	3	5	73.6	S 1/2 E.	East	3-4	3/4	30.14	79	80	76	78	b.c.	cir.	6	5
	2	3	6	77.2	"	"	3-4	3/4	30.11	79	81	76	78	"	"	5	"
	3	3	0	80.2	S 3/4 E.	"	3-4	3/4	30.09	80	81	76	78	"	"	7	"
	4	2	6	82.8	South	E. by S.	3	3/4	30.09	80	81	76	78	"	"	6	"
	5	2	0	83.8	S by E 1/2 E.	E. by N.	3	1/2	30.09	79	80	75	78	"	"	7	"
	6	1	3	84.2	SE.	"	2-3	1/2	30.10	79	80	75	78	"	"	6	"
	7	1	5	"	"	"	2-3	1/2	30.11	81	79	75	78	"	"	6	"
	8	1	8	"	"	"	2-3	1/2	30.12	81	78	75	78	"	"	7	"
	9	2	0	"	"	"	2-3	1/2	30.14	79	78	75	78	"	"	7	"
	10	2	4	"	"	"	3	1/2	30.15	79	78	75	79	"	"	6	"
	11	2	8	"	S by E	East	3-4	1/2	30.15	79	78	75	79	"	"	5	"
Mid.	3	3	"	S by E 1/2 E.	"	"	4	1/2	30.15	79	78	75	79	"	"	5	"

29. 8

4-200

under the command of

Commander E. J. Strong
Wednesday March 24th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy to fair. Moderate to gentle breeze from N.E. by E.
Our course S.E. (p.c.) barely making it until last when by the wind under sail to topsails
except mainsail. Moonlight Distilling, using boiler A.

R. S. Lisdale
Ensign U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Gentle to light breeze from E. N.E. to E by N.
Rising barometer. Lost sight of Santa Cruz about 1300 bearing about N. N.E. (p.c.) Executed
morning orders. At 6 o'clock set topgallant sails, royals and flying jib. By the wind on
port tack. Distilling

I. M. Hance
Ensign U. S. N.

From 8 A.M. to Noon.

Clear and pleasant. Gentle to moderate breeze from E. by N. to East. Barometer
fluctuating one hundredths. Hauling by the wind on port tack. No change of sail. At 9.30 mustered
at quarters, afterwards exercised. Toward Powder Division, signals: After Powder, gunnery instructions:
1st Division, firing with 45 cal. rifle at target towing stern; 2nd Division, rifled; 3rd Division,
gunnery instructions. At 10.45 inspected bags. Tested flock cocks and found them in good working
order. William Henry Murphy was this day re-enlisted for three years, general service as
Landman. Distilling.

J. J. Jordan
Lieutenant U. S. N.

From Noon to 4 P.M.

Fair to clear and pleasant. Gentle to moderate breeze from East and
E by S. Barometer falling slowly. Smooth sea. By the wind on port tack under all sail except
mainsail. Apprentices engaged sewing and mending. Distilling. Exchanged colors with a
British steamer bound to Sd and Old.

J. B. Luby
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair. Light to gentle E. by N. breeze. Full and by. At 5.10 exercised
taking in and setting sail. At 6.30 took in and fuiled royals and flying jib.

W. H. W. W.
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Fair. Light to gentle Easterly breeze. By the wind port tack. No change
in sail. Distilling, using boiler B.

R. S. Lisdale
Ensign U. S. N.

Examined and found to be correct.

Joseph Stewart
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third* Rate,
Making passage from St. Thomas, P. I. to La Guayra, Venezuela.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Fog or Clear Sky, in words.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.	29	8															
1	2	7	85.7	S by E.	East	2-3		3/4	30.13	78	77	74	79	bc.	cum.	7	S
2	2	0	86.3	S by N.	E. S E	2		1 1/2	30.12	78	77	74	79	"	"	8	"
3	1	6	86.4	South	E by S	1-2		1 1/2	30.10	78	77	75	79	"	"	8	"
4	1	6	rounded	S 1/2 E	East	1-2		1 1/2	30.10	78	77	75	79	"	"	7	"
5	2	3	"	S by E 1/2 E.	E by N.	2		1 1/2	30.12	79	78	76	79	"	"	7	"
6	3	0	"	S by E	East	3		1 1/2	30.14	79	78	76	79	"	cum. strab.	7	"
7	2	5	"	S 1/2 E.	E by S	2		1 1/2	30.15	80	80	77	79	"	"	8	"
8	2	3	"	S by N.	E. S E.	2		1 1/2	30.17	80	81	77	80	"	"	8	"
9	2	5	"	"	"	3		1 1/2	30.19	81	81	77	79	"	"	7	"
10	2	6	89.0	"	"	3		1 1/2	30.20	81	81	77	79	"	"	6	"
11	3	1	92.1	"	"	3		1 1/2	30.20	81	81	77	79	"	"	6	"
Noon.	3	0	94.6	"	"	3		1 1/2	30.18	80	81	78	79	"	"	6	"

59.0 Distance by Log.

Latitude by *D. R.*Position at 8 A. M. } Longitude by *Observations*

Latitude by observation

Longitude by observation

Position at noon:

Latitude by *D. R.*Longitude by *D. R.*

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: $\frac{1}{2}$ miles, set *West* true.Position at 8 P. M. } Latitude by *D. R. from noon*Longitude by *D. R.*

Variation of compass:

Error of compass observed at *8 am 3° 00' W*Deviation of compass on *Course S. S. W 3° 00' W.*

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

16° 10' " *N.*64° 53' " *W.*15° 58' " *N.*64° 56' " *W.*15° 56' " *N.*65° 02' " *W.**S by N.*

55 miles.

59 miles.

15° 45' " *N.*64° 59' " *W.*

500 gallons.

900 "

2700 "

tons, 2000 lbs.

162 " 1520 "

P. M.	1	2	5	96.5	<i>S by N 1/2 N.</i>	<i>E. S E.</i>	3	2	30.15	80	81	78	79	<i>bc.</i>	<i>cum. strab.</i>	6	<i>S</i>
	2	1	9	97.0	<i>S by N 1/4 N.</i>	"	2	2	30.13	80	80	77	79	"	"	6	"
	3	1	8	<i>rounded</i>	<i>S by N.</i>	"	2	2	30.12	80	80	77	79	"	"	6	"
	4	2	0	"	<i>S by N 1/2 N.</i>	"	2-3	2	30.11	80	80	77	79	"	"	7	"
	5	2	0	"	"	"	2-3	1	30.11	80	81	77	79	"	"	9	"
	6	1	0	"	"	"	2	1	30.11	80	79	77	79	"	"	8	"
	7	2	0	"	"	"	2	1	30.11	80	79	77	79	"	"	8	"
	8	2	0	"	<i>S by N.</i>	<i>E by S</i>	2	1	30.13	80	79	76	79	"	"	7	"
	9	2	0	"	<i>S by E.</i>	<i>East</i>	2	1 1/2	30.16	80	78	77	79	"	"	7	"
	10	2	0	"	<i>S by E 1/4 E.</i>	<i>E by N.</i>	2	1 1/2	30.17	80	78	77	79	"	"	7	"
	11	2	0	"	<i>S E.</i>	"	2	1 1/2	30.18	79	78	77	79	"	"	8	"
Mid.	2	0	"	"	<i>S E 1/2 E.</i>	<i>E. N. E.</i>	2	1 1/2	30.18	79	78	77	79	"	"	8	"

under the command of

Commander E. T. Strong
Thursday March 25th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Light air to gentle breeze from East to E. S. E. Barometer falling slowly. By the wind on port tack under all plain sail to topgallant sails, except mainmast. Finished distilling at 2.30. Moon rose at 12.20.

J. M. Kame
Ensign U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Light to gentle breeze from East to E. S. E. Barometer rising. Steering by the wind on port tack under all sail to topgallant sails except mainmast. At 7.20 set royals and flying jib. Exercised morning orders.

J. M. Jordan
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear and pleasant. Gentle breeze from E. S. E. Barometer rising slowly at first then commenced to fall. By the wind on port tack under all sail except mainmast. At 9.00 put on patent log reading 86.4. At 9.30 mustered and inspected crew at quarters. Drilled Third Division signals and suball arms. Second target firing. Third and Powder, setting up and gunning instructions. At 10.45 inspected and aided bedding. Distilling.

J. B. Aubrey
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear, warm and pleasant. Gentle to light E. S. E. breeze. At 1.30 exercised Armed Boats 1st method. Carried Pompadourmen on monkey yard. At 3 finished distilling let fire die out and lowered smoke stack. Bunk main tracks and sheets. At 3.30 set mainmast and took in main topmast.

W. H. Holmes
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Light E. S. E. breeze. By the wind port tack. At 5.20 began evening exercise completing at 5.40, exercised at shortening and making sail, furling light sails and reefing topsails and courses, leaving the disposition of sail the same as at beginning of watch. At sundown righted a barque on lee bow, hull down, standing to N.W.

A. D. Bishop
Ensign U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Light breeze from E. by S. to E. N. E. By the wind on port tack. No change in sail.

J. M. Kame
Ensign U. S. N.

Examined and found to be correct.

John W. Thurston
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES *Ship Essex.* *Third Rate,*
Making passage from St. Thomas, V.I. to La Guayra, Venezuela.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.				TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Height of Clouds, by symbols.	Temp. of Air, Surface of Sea, in Fahrenh.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. attd.	Air, Dry Bulb.	Air, Wet Bulb.	Water, Surface.	Air, Dry Bulb.	Air, Wet Bulb.	Water, Surface.					
A. M.	23	2																			
1	3	8	<i>Handled in</i>	<i>½ E.</i>	<i>E. by N.</i>	3		<i>1½</i>	30.15	80	78	77	79				<i>b.c.</i>	<i>cumul.</i>	5		
2	3	8	100.1	<i>¾ E.</i>	<i>E. by S.</i>	3		<i>1½</i>	30.14	80	78	77	79				"	"	5		
3	3	1	3.2	<i>½ E.</i>	"	3		<i>1½</i>	30.13	79	78	77	79				"	"	7		
4	2	4	5.6	"	"	3		<i>1½</i>	30.13	79	77	77	79				"	"	9		
5	3	0	7.8	"	"	2-3		<i>1½</i>	30.14	80	78	77	79				"	"	9		
6	2	9	10.7	<i>½ E.</i>	<i>E. by N.</i>	2-3		<i>1½</i>	30.16	79	78	77	79				"	"	8		
7	2	0	11.5	<i>¾ E.</i>	<i>E. by S.</i>	2		2	30.19	80	81	79	79				"	"	8		
8	1	5	<i>Handled in</i>	<i>½ E.</i>	<i>E. by N.</i>	2		2	30.20	80	82	80	79				"	<i>circul.</i>	8		
9	1	4	-	<i>¾ E.</i>	<i>E. by S.</i>	2		2	30.21	80	81	80	79				"	"	9		
10	2	3	-	<i>¾ E.</i>	<i>E. by S.</i>	3		2	30.21	81	82	80	79				"	"	9		
11	2	0	-	<i>½ E.</i>	"	3		2	30.21	80	82	81	80				"	"	8		
Noon.	1	6	-	<i>½ E.</i>	"	3		2	30.20	80	81	80	80				"	"	8		

S. S. Distance by Log

Position at 8 A. M. { Latitude by *D. R.*
Longitude by *Observation* 0
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

15° 20' " *N*
65° 04' " *W*
15° 17' " *N*
65° 05' " *W*
15° 11' " *N*
65° 22' " *W*

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: *½* miles, set *Offly* true.

½ miles.
53 miles.

Position at 8 P. M. { Latitude by *D. R. from Noon*
Longitude by *Chronometer from PM Observation* 0

15° 02' " *N*
65° 08' " *W*

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water *distilled* during the preceding 24 hours,

200 "

Water remaining on hand fit for use at noon,

2400 "

Coal consumed during the preceding 24 hours,

tons, 1800 lbs.

Coal remaining on hand at noon,

161 " 1960 "

P. M.																					
1	2	0	<i>Handled in</i>	<i>½ E.</i>	<i>East</i>	3		1	30.16	81	81	80	79				<i>b.c.</i>	<i>cum.</i>	8		
2	2	1	"	<i>South</i>	<i>E. by S.</i>	3		1	30.14	81	81	80	79				"	"	8		
3	2	2	"	<i>¾ W.</i>	"	3		1	30.12	81	81	80	79				"	"	8		
4	2	4	"	"	"	3		1	30.12	81	81	81	79				"	"	6		
5	2	2	"	<i>South</i>	"	2		1	30.13	81	81	81	79				"	<i>cumul.</i>	5		
6	1	8	"	<i>½ W.</i>	"	2		<i>1½</i>	30.15	81	80	79	79				"	"	4		
7	1	7	"	<i>½ E.</i>	<i>East</i>	2-3		<i>1½</i>	30.17	81	80	80	79				<i>b.c.d.</i>	<i>cum. nimb.</i>	3		
8	2	0	12.1	<i>¾ E.</i>	<i>E. by S.</i>	2-3		<i>1½</i>	30.19	81	80	79	79				<i>b.c.</i>	"	3		
9	1	7	<i>Handled in</i>	<i>¾ E.</i>	<i>N. E. by E.</i>	2-3		2	30.21	81	79	79	79				<i>b.c.</i>	"	5		
10	1	7	"	<i>¾ E.</i>	"	2-3		2	30.21	80	79	79	79				"	"	7		
11	1	7	"	<i>¾ E.</i>	"	2-3		2	30.21	80	79	79	79				"	"	8		
Mid.	2	0	"	<i>¾ E.</i>	"	2-4		2	30.21	80	79	79	79				"	"	7		

under the command of

Commander E. T. Strong
Friday, March 26

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Gentle breeze from East to E by N. Barometer falling then rising. Steering by the wind on port tack under all sail except main topsail. At 1.10 put out patent log reading 97.1. At 1.20 more rose.

J. M. Jordan,
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Bright moonlight first half. Light to gentle breeze from East and N. and E. Barometer rising. By the wind on port tack under all sail except main topsail. At 7 hauled in patent log reading 11.5. Carried out morning order.

J. C. Luby,
Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear and pleasant. Light to gentle breeze from the East to E by E. At 9.30 mustered at quarters. At 9.35 went to General Quarters. Division reported ready as follows. After Powder in 35 sec. Forward Powder in 1 min. 55 sec. First Division in 2 min. 55 sec. Second in 3 min. 4 sec. Third in 4 min. 45 sec. At 10.35 carried Fire Quarters. No change in sail since preceding watch. Extra duty boys working up port chain.

W. H. Hughes,
Lieutenant U. S. N.

From Merid. to 4 P.M.

Clear. Gentle breeze from East and E by E. By the wind port tack. No change in sail. Starboard watch instructed in signals, and the marks etc of chain cable. Stands below port chain.

R. A. Finkale,
Ensign U. S. N.

From 4 to 8 P.M.

Fair to cloudy with light drizzling rain last part. Light to gentle breeze from E by E. to E by N. E. Rising barometer. By the wind on the port tack till last hour when made course E by E. At 5.30 carried all hands, abshortening and making sail as follows. Shortened all sails. time 2' 37". Made all sail. time 3' 15". Dried light sails and reefed topsails. time 6' 10". Made all sail. time 5' 55". At 6.35 took in and furlled royals and flying jib.

L. M. W. named
Ensign U. S. N.

From 8 P.M. to Merid.

Clear and pleasant. Light to moderate breeze from N. E. by E. Barometer steady. Steering on course E. and by the wind on port tack. No change of sail.

J. M. Jordan,
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES *Ship Essex* *Third* Rate,
Making passage from St. Thomas, P. I. to La Guayra, Venezuela.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of Sea.
					Direction by Standard Compass.					Height in inches.	Ther. attd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	2	3	5																
1	2	0	<i>Handed</i>	SE 1/4 E	NE by E		2		1 1/2	30.17	80	79	79	79	b.c.	cum.	7	3	
2	2	2	"	"	"		2		1 1/2	30.16	80	78	77	79	"	"	8	"	
3	2	0	"	"	"		2		1 1/2	30.14	79	78	77	79	"	"	6	"	
4	2	8	"	SE.	"		3		1 1/2	30.14	79	78	77	79	"	"	6	"	
5	2	9	12 8	"	"		3		1 1/2	30.16	79	78	77	79	"	"	8	"	
6	3	0	15 8	SE by E	E. NE.		3		1 1/2	30.18	79	78	77	79	"	"	7	"	
7	3	0	18 8	"	"		3		1 1/2	30.20	80	80	79	79	"	cir cum.	7	"	
8	3	0	21 0	SE 1/4 E	"		3		1 1/2	30.21	80	81	80	80	"	"	7	"	
9	3	2	24 2	"	"		3		1	30.21	80	81	80	80	b.c.	cum. mist.	4	"	
10	4	5	28 7	SE.	NE by E.		3		1	30.23	80	81	80	80	b.c.p.	cir cum. mist.	4	"	
11	3	1	31 8	"	"		3		1	30.23	80	81	80	80	b.c.	cir cum. mist.	6	"	
Noon.	2	5	34 3	"	"		3		1 1/2	30.21	80	82	81	80	"	"	7	"	

57 7 Distance by Log.

Position at 8 A. M. { Latitude by *SR.*

{ Longitude by *Observation*

Position at noon: { Latitude by *Observation*

{ Longitude by *Observation*

{ Latitude by D. R.

{ Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: *1/2* miles, set *NE by N.* true.

Position at 8 P. M. { Latitude by *SR.*

{ Longitude by *SR. from Observation* at 4 P. M.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

14° 37' "N
64° 59' "W
14° 37' "N.
64° 52' "W.
14° 28' "N.
64° 47' "W.
SE 1/4 E.
41 miles.
57 7 miles.
14° 12' "N.
64° 50' "W.

450 gallons.

"

1950 "

tons, — lbs.

16" 1960 "

P. M.	1	2	<i>35 4</i>	<i>SE 1/2 E.</i>	<i>E. NE.</i>	23	<i>1</i>	30.19	80	81	81	82	<i>b.c.</i>	<i>cum. mist.</i>	7	<i>3</i>
1	1	4	<i>35 9</i>	"	"	23	<i>1/4</i>	30.15	80	81	81	82	"	"	7	"
2	2	2	<i>38 1</i>	"	"	3	<i>1/4</i>	30.13	80	81	81	82	"	<i>cir cum.</i>	6	"
3	3	0	<i>41 5</i>	"	"	3	<i>1/4</i>	30.13	80	82	81	81	"	"	4	"
4	3	9	<i>45 0</i>	"	"	23	<i>1/2</i>	30.13	81	81	81	81	<i>b.c.p.</i>	"	4	"
5	3	0	<i>47 8</i>	"	"	3	<i>1/2</i>	30.15	81	80	80	81	<i>b.c.p.</i>	"	4	"
6	3	2	<i>51 0</i>	"	"	3	<i>1</i>	30.15	81	80	80	81	<i>b.c.</i>	"	5	"
7	3	7	<i>54 7</i>	"	"	4	<i>1</i>	30.18	81	80	80	81	"	"	5	"
8	4	5	<i>59 2</i>	"	"	4	<i>1/2</i>	30.19	81	80	80	81	"	"	6	"
9	4	6	<i>63 8</i>	"	"	4	<i>1/2</i>	30.21	81	80	80	81	"	<i>cum. mist.</i>	4	"
10	4	7	<i>68 5</i>	"	"	4	<i>1/2</i>	30.21	81	80	80	81	"	"	5	"
11	4	3	<i>72 8</i>	"	"	4	<i>1/2</i>	30.21	81	80	80	81	"	"	4	"
Mid.	4	2	<i>77 0</i>	"	"	4	<i>1/2</i>	30.20	81	80	80	81	"	"	4	"

under the command of

Commander E. J. Strong
Saturday March 27th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Light to gentle breeze from N.E. by E. Barometer falling. Smooth sea. By the wind on port tack under all sail to topgallant sails, except main topsail. On course S.E. last hour.

J. B. Lutz,
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Gentle N.E. by E. to E. N.E. breeze. At 4.45 set royals and flying jib. After 5, ship off course, full and by. Executed morning orders.

W. H. Lutz,
Lieutenant U. S. N.

From 8 A.M. to Noon.

Fair to clear. Gentle breeze from E. N.E. and N.E. by E. By the wind and on course S.E. (p.c.) No change in sail. By order of Commanding Officer cleared from confinement L. Blunt (App 5th cl) and placed in solitary confinement with bread and water for 2 days. E. Mattell (App 3rd cl). Offense, disobedience of orders.

P. D. Fishale,
Ensign U. S. N.

From Noon to 4 P.M.

Fair and pleasant. Light to gentle breeze from E. N.E. Barometer falling till last hour. On course S.E. till 12.35 when by order of Commanding Officer changed course to S by E 1/2 E. port tack by 35.4. No change in sail.

L. M. Hume,
Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant, with passing showers first part of watch. Light to moderate breeze from E. N.E. to E. by N. Barometer rising. Flying a course S by E 1/2 E. under full sail to royals except main topsail. At 6.30 took in land furl'd royals and flying jib.

J. N. Jordan,
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Fair and pleasant. Moderate breeze from E. by N. Barometer rising at first then falling. On course S by E 1/2 E. under all sail to topgallant sails.

J. B. Lutz,
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from St. Thomas, V. I. to La Guayra, Venezuela.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 'd.	Dry Bulb.	Wet Bulb.	Water at Surface.			
A. M.	43	9		<i>fly 6 1/2 E.</i>	<i>E NE.</i>	3-4			<i>1/2</i> 30.15	81	79	79	81	<i>b.c.</i>	<i>cumulus</i>	3 <i>8</i>
1	4	4	81.4	"	"	4			<i>1/2</i> 30.13	79	79	79	81	"	"	7 "
2	4	2	85.6	"	"	4			<i>1/2</i> 30.13	79	79	79	81	"	"	8 "
3	4	4	90.0	"	"	4			<i>1/2</i> 30.13	79	79	79	81	"	<i>cum.</i>	7 "
4	4	4	94.4	"	"	4			<i>1/2</i> 30.13	79	79	81	81	"	"	7 "
5	4	4	98.8	"	"	4			<i>1/2</i> 30.13	79	81	80	81	"	"	7 "
6	4	5	3.3	"	"	4			<i>1/2</i> 30.14	80	80	80	81	"	"	6 "
7	4	2	7.5	"	"	4			<i>1</i> 30.16	81	82	81	81	"	"	7 "
8	3	8	11.3	"	"	4			<i>1</i> 30.18	82	83	80	81	"	"	6 "
9	4	0	15.3	"	"	4			<i>1/4</i> 30.20	81	84	80	81	"	"	6 "
10	4	2	19.5	"	"	4			<i>1/4</i> 30.20	81	84	82	81	"	"	5 "
11	4	1	23.6	"	"	4			<i>1/4</i> 30.20	81	84	82	81	"	"	5 "
Noon.	4	0	26.0	"	"	3			<i>1/4</i> 30.18	81	84	82	81	"	"	5 "

94.5 Distance by Log

Position at 8 A. M. { Latitude by *D. R.*{ Longitude by *Observation*

Position at noon: { Latitude by observation

{ Longitude by observation

{ Latitude by D. R.

{ Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per Hour: *1/2* miles, set *WN 1/2 N.* true.Position at 8 P. M. { Latitude by *D. R. from Noon*{ Longitude by *Chronometer from P.M. Observation*

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

13° 20' "N.

64° 43' "W.

13° 09' "N.

64° 42' "W.

13° 06' "N.

64° 33' "W.

fly 6 1/2 E.

89 miles.

94.5 miles.

12° 36' "N.

64° 47' "W.

450 gallons.

1500 "

tons, 800 lbs.

161 " 1160 "

P. M.	1	0	27.4	<i>fly 6 1/2 E.</i>	<i>East</i>	3			<i>1/2</i> 30.15	82	84	81	81	<i>b.c.</i>	<i>cum.</i>	5 <i>8</i>
1	2	6	30.0	<i>fly 6 1/2 E.</i>	"	3-4			<i>1/2</i> 30.14	82	83	80	81	<i>b.c. d. pg.</i>	"	5 "
2	3	9	33.9	"	"	4			<i>1/2</i> 30.12	82	83	79	81	<i>b.c.</i>	"	5 "
3	4	1	38.0	"	"	4-5			<i>1/2</i> 30.11	82	83	79	81	<i>b.c. g.</i>	"	4 "
4	5	1	42.1	"	"	4			<i>1/4</i> 30.11	82	82	78	81	"	"	4 "
5	4	9	46.0	"	"	4			<i>1</i> 30.13	82	81	78	81	"	"	4 "
6	4	3	52.3	"	"	4			<i>1</i> 30.14	82	81	78	81	"	"	6 "
7	3	7	56.0	"	"	3-4			<i>1</i> 30.15	82	80	78	81	"	"	8 "
8	3	8	59.8	"	"	3-4			<i>1</i> 30.17	82	80	78	81	<i>b.c.</i>	<i>cum. small</i>	8 "
9	3	9	63.7	"	"	3			<i>1</i> 30.18	82	80	78	81	"	"	6 "
10	4	0	67.7	"	"	3			<i>1</i> 30.18	82	80	77	81	"	"	8 "
11	3	5	71.2	"	"	3			<i>1</i> 30.16	82	80	77	81	"	"	8 "
Mid.	3	2	74.4	"	"	3								"	"	8 "

48.0

6-265

under the command of

Commander E T Strong
Sunday March 28th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy to clear. Moderate E. N. E. breeze. Under all plains sail to topgallant sails and fore topmast staysail.

M. H. Hulse

Lieutenant U. S. N.

From 4 to 8 A.M.

Clear to fair. On course Fly E $\frac{1}{2}$ E (pc) nearly close hauled at times. No change in sail.

R. D. Fisdale

Ensign U. S. N.

From 8 A.M. to Merid.

Fair. Moderate to gentle breeze from E. N. E. Commanding Officer inspected the ship and crew at quarters. Held Dinner. No change in sail.

L. M. Kame

Ensign U. S. N.

From Merid. to 4 P.M.

Fair and pleasant, light passing shower second hour, light squalls at times. Gentle to stiff breeze from East. Barometer falling slowly. Smooth sea. Steering course Fly E $\frac{1}{2}$ E. until 12.15 when changed to $\frac{1}{2}$ E. Under all sails to topgallant sails except main topsail.

J. B. Aubrey

Lieutenant U. S. N.

From 4 to 6 P.M.

Fair. Moderate breeze from the East. At 4.10 took in and furled topgallant sails.

M. H. Hulse

Lieutenant U. S. N.

From 6 to 8 P.M.

Fair to clear. Gentle and moderate breeze from East. On course $\frac{1}{2}$ E (pc). No change in sail.

R. D. Fisdale

Ensign U. S. N.

From 8 P.M. to Mid.

Clear and pleasant. Gentle breeze from East. Barometer nearly steady. On course $\frac{1}{2}$ E. No change in sail.

L. M. Kame

Ensign U. S. N.

Examined and found to be correct.

J. H. F. Stewart

Lieutenant U. S. N.

Navigator

LOG of the UNITED STATES

Ship *Essex* Third Rate,
 Making passage from *St. Thomas, W. I.* to *La Guayra, Venezuela.*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky in Dols.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, by Alox. Wet Bulb.	Air, by Alox. Dry Bulb.	Water at Surface.					
A. M.	48	0																	
1	3	6	78.0	S 1/2 E.	East		3		1/2	30.13	81	80	78	81		b.c. v.	cum. str.	6	S
2	4	2	82.2	"	"		4		1/2	30.13	81	80	77	81		"	"	7	"
3	4	3	86.5	"	"		4		1/2	30.12	81	80	77	81		"	"	6	"
4	4	9	91.4	"	E. by N.		4		1/2	30.11	81	80	77	81		"	"	7	"
5	4	8	96.2	"	"		4		1/2	30.12	81	80	77	81		b.c.	"	8	"
6	4	6	100.8	"	"		4		1/2	30.14	81	80	78	81		"	"	7	"
7	4	5	5.3	"	"		4		1	30.16	82	81	78	81		"	"	6	"
8	6	1	10.4	"	"		4		1/2	30.19	81	82	78	80		"	"	6	"
9	2	8	12.3	S by W 1/4 S.	East		4		1/4	30.20	81	82	78	80		"	"	8	"
10	5	1	20.2	"	"		4		1/4	30.21	82	83	80	80		"	"	9	"
11	5	9	26.1	"	"		4		1/4	30.22	81	83	79	80		"	"	8	"
Noon.	5	0	31.1	"	"		4		1/4	30.21	82	82	79	80		"	"	4	"

104. 7 Distances by Log.

Position at 8 A. M. { Latitude by D. R.

{ Longitude by Observation 0

Position at noon: { Latitude by observation

{ Longitude by observation

{ Latitude by D. R.

{ Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: 45 miles, set S 1/4 by N. true.

Position at 8 P. M. { Latitude by Obs. of Pole star

{ Longitude by Chronometer find P.M. Observations 0

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

11° 46' "A

65° 05' "Ch

12° 05' "A

65° 18' "Ch

11° 26' "A

64° 55' "Ch

S. 1/4 N. 1/4 E.

72 miles.

104.7 miles.

11° 41' "A

65° 32' "Ch

500 gallons.

"

1000 "

tons, lbs.

161 " 1160 "

P. M.																			
1	4	0	35.5	S 1/4 N 1/4 E.	East		4		1/4	30.18	82	82	79	80		b.c. v.	cum. str.	4	S
2	4	0	36.1	S 1/4 N.	"		4		1/4	30.15	82	81	79	80		"	cir. cum.	7	"
3	4	7	40.8	"	"		4		1/4	30.13	82	80	78	80		"	"	7	"
4	5	5	51.0	"	"		4		1/4	30.12	82	80	78	80		"	"	7	"
5	6	1	57.1	"	"		4		1/4	30.12	82	80	78	79		b.c. v.	cum.	10	"
6	5	7	62.8	"	E. by N.		4		1/4	30.12	82	80	78	79		b.c. v.	"	10	"
7	6	6	69.4	"	"		5			30.12	82	80	78	79		"	"	10	"
8	7	0	76.4	"	"		5			30.13	82	80	78	79		"	"	10	"
9	3	3	82.1	S 1/4 N.	"		5			30.15	81	79	79	79		"	"	10	"
10	5	4	87.5	"	"		5			30.17	81	79	79	79		"	"	10	"
11	5	3	92.8	"	"		5			30.17	80	79	79	79		b.c. v.	cum.	7	"
Mid.	5	2	98.0	"	"		5			30.16	80	79	78	79		"	"	7	"

66 5

under the command of

Commander E. J. Strong
Monday, March 29th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair to clear and pleasant b'ny dew. Moon rose about 3.30. Barometer falling. Smooth sea. Gentle to moderate breeze from East and E. by N. Steaming course S. by E. under all sail to topsails except main topsail.

E. J. Strong,
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear. Moderate E. by N. breeze. Executed morning orders. Barometer rising.

W. H. Holmes,
Lieutenant U. S. N.

From 8 A.M. to Noon

Clear to fair. Moderate breeze from East. At 8.20 changed course to S. by N. $\frac{1}{4}$ N. (per) by order of Commanding Officer. At 9.15 set by the topsail and flying jib. At 9.30 had quarters and exercised Apprentices during first period as follows: 1st Division, gunnery, and small arms; 2nd Division as Forward Powder Division; 3rd Division as After Powder Division at signals. During second period, exercised at seamanship instruction. By order of the Commanding Officer, released from confinement E. Mallett, App. 3 class; and placed in solitary confinement on bread and water for 5 days. L. Elliott, App. 3 class, officer, selling clothes for liquor, and smuggling same.

R. D. Tisdale,
Ensign U. S. N.

From Noon to 4 P.M.

B'ny and pleasant. Moderate E. by N. breeze. Falling barometer. On course S. by N. $\frac{1}{4}$ N. till 12.53, when by order of Commanding Officer changed course to S. by N. patent log 35.5. Issued clothing and small stores to Divisions. Exercised Apprentices at setting up drill. No change in sail.

L. M. Hamed,
Ensign U. S. N.

From 4 to 6 P.M.

Clear overhead, misty about horizon and over land. Damp. Moderate breeze from East and E. by N. Barometer steady. Smooth sea. Steaming course S. by N. under all sail, except main topsail. At 5.10 called all hands and exercised in shortening sail, furling light sails and reefing topsails and courses; paid down at 5.40.

E. J. Strong,
Lieutenant U. S. N.

From 6 to 8 P.M.

Clear and damp. Strong E. by N. breeze. Same sail as preceding watch.

W. H. Holmes,
Lieutenant U. S. N.

From 8 P.M. to Mid.

Blindness to clear and damp. Moderate and stiff breeze from E. by N. At 8.25 changed course to S. by N. $\frac{1}{4}$ S. (per) patent log reading 78.8. At 8.30 took in and furl'd light sails, fore topsail stay-sail and spinnaker, and hauled up main-sail.

Examined and found to be correct.

R. D. Tisdale,
Ensign U. S. N.

John W. Fennell,
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship *Essex* Third Rate,
 Making passage from *St. Thomas, N. I.* to *La Guayra, Venezuela.*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force & Direction of Surface Current.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	66	5								A								
1	5	0	3.0	SE 1/2 E	E by N.	5			30.13	80	77	78	79	b.c.	cum.		6	S
2	6	2	8.2	"	"	5			30.13	80	78	77	79	"	"		6	"
3	4	6	12.8	"	"	4			30.12	80	78	77	79	"	"		6	"
4	4	4	17.2	"	"	4			30.12	80	78	77	79	"	"		6	"
5	4	7	21.9	"	"	4			30.13	80	78	77	79	"	"		6	"
6	5	0	26.9	"	"	4			30.15	80	78	77	78	"	"		4	"
7	2	3	31.1	N. SE 1/4 E	"	3-4			30.18	80	79	78	78	"	"		6	"
8	1	7	32.8	N. 1/4 E	"	2-3			30.19	81	80	78	79	b.c.	cum. strat.		8	"
9	3	2	37.9	"	E by S.	2			30.21	81	80	78	79	"	"		5	"
10	3	2	41.1	"	"	2			30.21	81	82	80	79	"	"		6	"
11	2	7	43.8	"	"	2			30.21	81	82	80	79	"	"		6	"
Noon.	3	2	47.0	"	E. SE.	3			30.19	81	82	79	79	"	"		6	"

115. *Distance by log.*Position at 8 A. M. { Latitude by *D.R.*{ Longitude by *Observation*

{ Latitude by observation

{ Longitude by observation

Position at noon:

{ Latitude by D. R.

{ Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour *2.0* miles, set *N. NW 1/4 N. true.*

Position at 8 P. M. { Latitude by

{ Longitude by

Standing in for La Guayra.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water

during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

500 "

Coal consumed during the preceding 24 hours,

2 tons, 960 lbs.

Coal remaining on hand at noon,

159 " 200 "

P. M.	0	7	47.7	<i>N. 1/4 E</i>	<i>SE</i>	3			30.15	82	80	77	79	<i>b.c.</i>	<i>cum.</i>			7	<i>S</i>
1	2	8	50.5	<i>N. SE</i>	<i>E. SE</i>	3			30.11	81	79	77	79	"	"			7	"
2	3	6	54.1	"	<i>East</i>	3-4			30.08	80	79	77	79	"	"			7	"
3	3	7	57.8	"	<i>E. by N.</i>	4			30.06	80	79	77	79	"	<i>cir. cum.</i>			7	"
4	1	0	62.0	<i>SE 1/2 N.</i>	"	5			30.06	80	79	77	79	"	"			7	"
5	6	2	68.2	"	"	5			30.07	81	79	77	79	"	"			6	"
6	7	8	76.0	<i>SE 1/4 N.</i>	"	5			30.09	81	79	77	79	"	<i>cum. strat.</i>			6	"
7	5	8	79.9	<i>SE 1/4 N.</i>	"	5			30.10	81	79	77	79	"	"			6	"
8	5	9	81.8	<i>SE 1/4 N.</i>	"	5			30.10	81	79	77	79	"	"			6	"
9	4	4	82.7	<i>SE 1/4 N.</i>	"	3			30.12	81	78	76	79	<i>b.c. cum.</i>	"			7	"
10			87.7	<i>N. SE</i>	"	2			30.14	80	78	76		"	"			5	"
11			92.1	"	"	2-3			30.14	80	77	75		"	"			7	"
Mid.				<i>E. by N.</i>	"	2-3			30.14	79	77	75		"	"			9	"

45.1

under the command of

Commander E. J. Strong
Tuesday, March 30th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Bazy and pleasant. Breeze to moderate breeze from E. by N. On course
PM 1/2 S. under sail as before till 3.30, when set topgallant sails and mizenail.

L. M. Vaneau
Ensign U. S. N.

From 4 to 8 A.M.

Fair and pleasant. Misty and damp before sunrise. Light to moderate breeze from E. by N. Barometer rising. Smooth sea. Steering course PM 1/2 S. until 6.15 when changed to PM 1/4 N., and at 7.26 to PM 1/2 S. Under plain sail to topgallant sails except spanker, until 5.45, when set royals and flying jib. At 6.20 hauled up mizenail. At 7 raised anchor stack and fueled mizenail, and fell over on main yard. Carried out morning orders. At 8.30 sighted the rock of Centinella, bearing about PM by S. mag.

From 8 A.M. to Noon.

Fair and very warm. Light to gentle E. by S. to E. S. E. breeze. At 9.30 mustered all quarters, then exercised Divisions as follows: Forward Powder, gun instruction. First, 2d and magazine stations: 2nd infantry: 3rd, single sticks and magazine stations. After Powder, pistol. 2nd Div, seamanship instructions for all Divisions. At 12, started fire in A. boiler.

L. C. Aubrey
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear and pleasant but damp. Gentle and moderate breeze from S. E. to E. by N. At 12.10 changed course to PM 1/4 (gc) patent log 47.7. At 12.25 set for topmast staysail and main topsail. At 1.30 started fire under boiler B. High land of Venezuela on port beam distant from 20 to 10 miles. At 3.45 changed course to PM 1/4 by N., and 2 minutes later to PM 1/2 (gc) patent log 61.0. At 3.50 hove to with main topsail to mast, hauling up foresail and down flying jib, engaged propeller. At 4. filed away. Exercised Apparatus at hoisting and splicing and at light sails on smoking yard.

W. W. Moore
Lieutenant U. S. N.

From 4 to 8 P.M.

Bazy and pleasant. Stiff breeze from E. by N. Raising barometer. At beginning of watch hove to, to couple piggyback. At 4.10 filed away and made course PM 1/2 N., and set forebail and flying jib. At 4.20 started ahead on engine. Standing in for La Guayra. By order of Commanding Officer changed course during watch as follows: At 5.10 to PM, patent log 69.6: 5.35 to PM, patent log 75.5: 5.55 to N. by S., patent log 75.2: 6.25 to N. by S., patent log 78.9: 7.20 N. by S., patent log 83.8: 7.40 to N. by S., patent log 86.2: 7.48 to N. by S., patent log 86.5. At 6 o'clock called all hands, fueled all oil and squared yards. Stand in boiler A. and B.

R. D. Ashale
Ensign U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Light to gentle breeze from E. by N. Barometer rising then steady. Heavy dew. Steering a course N. by N. under strain alone. At 8.45 changed course to S. by E. patent log 92.1. At 9.00 hauled in patent log. At 9.05 came to with starboard anchor in 8 fathoms water, running to 45 fathoms on starboard chain lead bottom. Breakwater light at La Guayra bore S. E. distant about 500 yards. Banked fire in boiler B. and kept fire under boiler A. for distilling. Average steam 55 lb. Average revolutions 36. Confined A. R. Hanson App's crew in double lines for the night by order of Commanding Officer.

L. M. Vaneau
Ensign U. S. N.

Examined and found to be correct.

J. N. Jordan
Lieutenant U. S. N.

John H. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex *Third* Rate,
At anchor in the Harbor of La Guayra, Venezuela.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.				TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 4 ft.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.							
A. M.								A											
1				E. N. E.	Calm	0		30.12	78	77	75					b. m.	none	10	
2				N. N. W.	"	0		30.09	78	75	73					b. c. m.	cum.	8	
3				North	East	1-2		30.07	78	75	73					"	"	7	
4				"	Variable	1-0		30.07	78	75	73					b. w.	none	10	
5				N. by E.	"	0-1		30.09	79	75	73					"	"	10	
6				N. E.	East	0-1		30.09	79	74	72					b. c.	cir. at 10	7	
7				N. E. by N.	Calm	0		30.10	79	74	72					"	"	7	
8				N. E.	N. E. by E.	2		30.12	79	76	74					"	"	7	
9				N. E.	"	3		30.12	80	79	76					"	"	8	
10				N. E. by E.	"	3		30.12	80	83	79					"	"	8	
11				"	E. N. E.	4		30.09	80	83	80					"	"	8	
Noon.				N. E.	"	4		30.09	80	83	80					"	"	8	

45.1 Sittance by log.

Position at 8 A. M. { Latitude by
Longitude by

Position at noon { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon :

Distance made good since preceding noon :

Distance by Log since preceding noon :

Current per hour : miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

0 1 "

54.6

133 miles.

45.1 miles.

0 1 "

0 1 "

500 gallons.

700 "

700 "

2 tons, 800 lbs.

156 " 1640 "

P. M.																				
1				N.E.	E. N.E.	4		30.09	80	83	80					b.c.	cum. stat.	8		
2				"	"	3		30.05	81	83	80					"	"	8		
3				"	"	3		30.04	81	80	77					"	"	4		
4				"	"	3		30.02	81	80	77					"	"	3		
5				"	"	3		30.02	81	79	77					"	"	4		
6				"	"	2.3		30.03	80	78	77					"	"	3		
7				"	"	2		30.04	79	78	76					"	"	5		
8				N.E. by N.	"	1		30.04	79	78	76					"	"	5		
9				North	"	1		30.07	81	77	76					"	"	8		
10				"	"	1		30.07	80	77	76					b.	none	10		
11				"	Variable	1-0		30.06	80	76	75					"	"	10		
Mid.				"	"	1-0		30.05	80	75	74					"	"	10		

under the command of

Commander E. J. Strong
Wednesday March 31st

, U. S. Navy,

, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Calm first half, light air to light breeze from East third hour, calm to light variable air last hour. Barometer falling. Distilling.

J. C. Ruby
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Calms to light variable air. Rising barometer. Got out accommodations. Eddies. Executed morning orders. Distilling. Baked fine under boiler A. + B.

J. M. Ramey
Ensign U. S. N.

From 8 A.M. to Merid.

Clear and pleasant. Gentle to moderate breeze from N.E. by E. to E. N.E. Barometer falling, cloudy. At 8.30 fired a salute of 21 guns. Venezuelan Ensign at the main. Salute returned gun for gun from fort de char. At 9.00 ran up starboard anchor and strained into inner harbor, one of the Harbor Masters deputies directing when ship should be moved. Let go port anchor evening to 25 fathoms and made fast to buoy with three part of hawser. Bearings at morning's shot Flagstaff $78^{\circ} 3' E$. Light on end of breakwater $11^{\circ} E$. Ship's head N.E. by E. Sent an officer ashore to visit the U. S. Consul at this port. The U. S. Consul visited the ship, on leaving fired a salute of 7 guns U. S. Ensign at the fore. Draft of ship 14' 1" forward; 16' 9" aft. Let fire die out under boiler B. Started distilling with boiler A.

J. N. Jordan,
Lieutenant U. S. N.

From Merid. to 4 P.M.

Clear at first, cloudy last half. Moderate to gentle breeze from E. N.E. Barometer falling. Got out bridge anchor on starboard quarter to keep the ship from riding across the entrance to the harbor. Distilling. Apprentices engaged sewing, mending and making clothes.

J. C. Ruby
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Light air to gentle breeze from E. N.E. Barometer rising slowly.

J. N. Jordan,
Lieutenant U. S. N.

From 8 P.M. to Mid.

Clear and pleasant. Calms to light air from E. N.E. at first then variable. Barometer rising at first then falling.

J. C. Ruby
Lieutenant U. S. N.

Approved,

E. J. Strong
Commander U. S. N.

Commanding.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moved in the Harbor of La Guayra, Venezuela.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prep. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 5'.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.								A								
1				N.E. by N.	Variable	1-0		30.04	79	75	74		b.c.	none	10	
2				"	"	1-0		30.02	79	74	72		"	"	10	
3				N. by E.	"	1-0		30.00	79	74	71		"	"	10	
4				North	"	1-0		30.00	79	74	71		"	"	10	
5				N. N.E.	"	1-0		30.06	78	74	72		b.c.	cum. str.	7	
6				"	"	1-0		30.07	80	76	72		"	"	8	
7				N. by E.	Calm.	0		30.08	79	78	75		"	"	7	
8				"	Variable	1-0		30.09	79	78	75		"	"	8	
9				N. N.E.	N.E.	1		30.10	79	75	75		"	"	9	
10				N.E. by N.	"	2		30.10	80	84	79		"	"	8	
11				"	"	2		30.10	80	84	79		"	"	7	
Noon.				"	"	2		30.09	80	84	79		"	"	7	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon. { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon :

Distance made good since preceding noon :

Distance by Log since preceding noon :

Current per hour : miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																
1				N.E. by N.	E. N.E.	3		30.04	80	84	79		b.c.	cum. str.	5	
2				"	"	3		30.01	80	81	78		"	"	4	
3				"	"	2-3		29.99	80	80	78		"	cum. str.	3	
4				"	East	3		29.98	80	80	78		"	"	3	
5				"	"	3		29.97	80	79	77		"	"	3	
6				"	"	3		29.96	79	78	77		"	"	2	
7				"	E. N.E.	3		29.96	79	78	77		o.c.w.	"	0	
8				"	"	2		29.98	79	78	77		"	"	0	
9				N. N.E.	"	1		30.00	79	78	77		b.c.	"	6	
10				N. by E.	"	1		30.03	80	77	76		"	"	6	
11				North	Calm	0		30.04	80	77	76		"	"	7	
Mid.				"	"	0		30.04	79	77	76		"	"	7	

under the command of

Commander E. T. Strong
Thursday, April 1st

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Distilling. Steam in boiler 4.

Clear and pleasant. Variable light air and calms.

W. H. Lane
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Calm and light air from all points of the compass. Barometer rising. Received on board in Dept. Supplies and Accounts 112 lbs. bread, and 140 lbs. each fresh beef and vegetable. The Red D. 'Hawaii' 'Peru' came in and landed alongside of Dock.

J. N. Jordan,
Lieutenant U. S. N.

From 8 A.M. to Noon

Clear and pleasant. Light air to light breeze from N.E. Barometer rose slightly first hour, commenced to fall last hour. At 9.30 minutest and inspected crew and apprentices at quarters. Drilled First Division: Infantry: Second: infantry: Third: infantry, and Powder: great guns.

J. B. Luby,
Lieutenant U. S. N.

From Noon to 4 P.M.

Cloudy. Gentle to light E. N.E. breeze. Examined two cutters and whaleboat under oars. French steamer Alcantara Bias came in and landed alongside dock. Distilling.

W. H. Lane
Lieutenant U. S. N.

From 4 to 8 P.M.

Cloudy to overcast, heavy dew after sunset. Gentle to light breeze from East and E. N.E. Barometer rising. The Captain of the Port visited the ship. By order of the Commanding Officer Fred Lewis, he is to be confined from sundown to all hands in the morning, his drink wine for 3 nights: offense, disobedience of orders. Confined him at sundown in accordance with the law.

J. B. Luby,
Lieutenant U. S. N.

From 8 P.M. to Midnight

Clear. Light air from E. N.E. and calm. Distilling.

W. H. Lane
Lieutenant U. S. N.

Examined and found to be correct.

John L. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship *Essex* Third Rate,

Moor'd in the Harbor of La Guayra, Venezuela.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at 1/2.	Air.	Wet Bulb.	Water at Surface.				
A. M.																	
1				<i>NE. by N.</i>	<i>Variable</i>	<i>0-1</i>			<i>30.01</i>	<i>80</i>	<i>77</i>	<i>75</i>		<i>b.c.</i>	<i>clouds</i>	<i>6</i>	
2				<i>"</i>	<i>West</i>	<i>0-1</i>			<i>30.01</i>	<i>80</i>	<i>77</i>	<i>75</i>		<i>"</i>	<i>"</i>	<i>8</i>	
3				<i>North</i>	<i>"</i>	<i>2-3</i>			<i>30.00</i>	<i>79</i>	<i>77</i>	<i>75</i>		<i>"</i>	<i>"</i>	<i>8</i>	
4				<i>"</i>	<i>"</i>	<i>2</i>			<i>30.00</i>	<i>79</i>	<i>77</i>	<i>75</i>		<i>"</i>	<i>"</i>	<i>8</i>	
5				<i>"</i>	<i>"</i>	<i>1</i>			<i>30.01</i>	<i>79</i>	<i>77</i>	<i>75</i>		<i>"</i>	<i>"</i>	<i>7</i>	
6				<i>"</i>	<i>N. by E.</i>	<i>2</i>			<i>30.04</i>	<i>79</i>	<i>77</i>	<i>75</i>		<i>b.c.</i>	<i>cumulus</i>	<i>2</i>	
7				<i>"</i>	<i>"</i>	<i>2</i>			<i>30.06</i>	<i>79</i>	<i>78</i>	<i>76</i>		<i>"</i>	<i>"</i>	<i>2</i>	
8				<i>"</i>	<i>"</i>	<i>1</i>			<i>30.09</i>	<i>79</i>	<i>78</i>	<i>76</i>		<i>"</i>	<i>cum.</i>	<i>2</i>	
9				<i>"</i>	<i>"</i>	<i>1</i>			<i>30.09</i>	<i>79</i>	<i>78</i>	<i>76</i>		<i>"</i>	<i>"</i>	<i>2</i>	
10				<i>North</i>	<i>N. N. W.</i>	<i>1</i>			<i>30.09</i>	<i>80</i>	<i>79</i>	<i>77</i>		<i>"</i>	<i>"</i>	<i>2</i>	
11				<i>"</i>	<i>Calm</i>	<i>0</i>			<i>30.09</i>	<i>80</i>	<i>81</i>	<i>79</i>		<i>"</i>	<i>"</i>	<i>2</i>	
Noon.				<i>"</i>	<i>"</i>	<i>0</i>			<i>30.09</i>	<i>80</i>	<i>81</i>	<i>79</i>		<i>"</i>	<i>"</i>	<i>2</i>	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water *distilled* during the preceding 24 hours,

1250 "

Water remaining on hand fit for use at noon,

2100 "

Coal consumed during the preceding 24 hours,

1 tons, 1600 lbs.

Coal remaining on hand at noon,

152 " 1440 "

P. M.																	
1				<i>North</i>	<i>Calm</i>	<i>0</i>			<i>30.09</i>	<i>80</i>	<i>85</i>	<i>82</i>		<i>b.c.</i>	<i>cumulus</i>	<i>0</i>	
2				<i>NE. by E.</i>	<i>E. N. E.</i>	<i>1</i>			<i>30.04</i>	<i>81</i>	<i>81</i>	<i>79</i>		<i>b.c.</i>	<i>"</i>	<i>2</i>	
3				<i>"</i>	<i>NE.</i>	<i>1</i>			<i>30.04</i>	<i>82</i>	<i>83</i>	<i>81</i>		<i>"</i>	<i>"</i>	<i>4</i>	
4				<i>"</i>	<i>"</i>	<i>1</i>			<i>29.98</i>	<i>80</i>	<i>83</i>	<i>81</i>		<i>"</i>	<i>"</i>	<i>5</i>	
5				<i>N. N. E.</i>	<i>"</i>	<i>2</i>			<i>29.96</i>	<i>80</i>	<i>82</i>	<i>80</i>		<i>"</i>	<i>"</i>	<i>4</i>	
6				<i>"</i>	<i>"</i>	<i>2</i>			<i>29.96</i>	<i>80</i>	<i>79</i>	<i>78</i>		<i>"</i>	<i>"</i>	<i>3</i>	
7				<i>"</i>	<i>"</i>	<i>2</i>			<i>29.98</i>	<i>81</i>	<i>79</i>	<i>78</i>		<i>"</i>	<i>"</i>	<i>4</i>	
8				<i>N. by E.</i>	<i>"</i>	<i>1</i>			<i>29.99</i>	<i>81</i>	<i>79</i>	<i>78</i>		<i>"</i>	<i>"</i>	<i>8</i>	
9				<i>"</i>	<i>Calm</i>	<i>0</i>			<i>30.03</i>	<i>81</i>	<i>78</i>	<i>77</i>		<i>b.c.</i>	<i>cum.</i>	<i>8</i>	
10				<i>"</i>	<i>"</i>	<i>0</i>			<i>30.04</i>	<i>81</i>	<i>78</i>	<i>77</i>		<i>"</i>	<i>"</i>	<i>8</i>	
11				<i>"</i>	<i>"</i>	<i>0</i>			<i>30.04</i>	<i>81</i>	<i>78</i>	<i>77</i>		<i>"</i>	<i>"</i>	<i>7</i>	
Mid.				<i>"</i>	<i>Variable</i>	<i>0-1</i>			<i>30.04</i>	<i>80</i>	<i>78</i>	<i>77</i>		<i>"</i>	<i>"</i>	<i>7</i>	

under the command of

Commander E. J. Strong
Friday, April 2nd

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

airs and breeze.

Clear and pleasant Calm and light N.W. and Westerly

R. D. Fishale
Lieutenant J. R. S. N.

From 4 to 8 A.M.

Cloudy weather. Light air to light breeze from West and N. by E.
Barometer rising. Barked out morning order. Released F. Luns Lde from docks who are per-
entry in yesterday's log. Received two Dept of Supplies and Accounts 112 lb bread and
140 lbs. each of beef and vegetable.

E. J. Strong
Lieutenant J. R. S. N.

From 8 A. M. to Noon.

Cloudy and very sultry and warm. Light air from N.W. and calm.
At 9.30 mustered at Quarters. At 9.50 went to General Quarters. Divisions reported ready as follows:-
Ponder and Third Divisions, 1 min: 10 sec. First Division, 1 min: 22 sec. 2nd Division in 4 min: 40 sec.
French steamer left and a Dutch steamer arrived Distilling. By order of the Commanding Officer
J. Smith, B.M. 2^d, was cleared from confinement, two having expired.

M. H. Hulme
Lieutenant J. R. S. N.

From Noon to 4 P.M.

Overcast and cloudy to fair. Calm and light air from E. N.E. and N.E.
Small liberty party of Appentice-achter.

R. D. Fishale
Lieutenant J. R. S. N.

From 4 to 8 P.M.

Clear to cloudy. Light air to light breeze from N.E. Distilling.

M. H. Hulme
Lieutenant J. R. S. N.

From 8 P.M. to Midnight.

Clear but hazy. Calm and light variable air. Distilling.

R. D. Fishale
Lieutenant J. R. S. N.

Examined and found to be correct.

John H. Stewart
Lieutenant J. R. S. N. Signature

LOG of the UNITED STATES

Ship Essex
Moor'd in the Harbor of La Guayra, Venezuela.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	Stand. of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at'd.	Air by Bulb.	Wet by Bulb.	Air Wet by Bulb.	Water at Surface.				
A. M.									A									
1				North	Ch. S. W.	1			30.02	80	78	77			b.c.	cum.	6	
2				N. N. E.	"	1			30.01	80	78	77			"	"	6	
3				"	Variable	1-0			30.01	80	78	77			"	"	8	
4				"	"	1-0			30.00	82	78	77			"	"	7	
5				"	"	0-1			30.00	81	78	77			b.c. on.	cum. str.	2	
6				N. by E.	"	0-1			30.02	81	78	77			"	"	2	
7				"	"	0-1			30.07	81	79	78			o.c. on.	"	0	
8				"	"	0-1			30.09	81	79	78			"	strat	0	
9				"	"	0-1			30.10	80	80	79			"	"	0	
10				"	"	0-1			30.11	80	82	80			"	"	0	
11				"	"	0-1			30.10	80	81	80			"	"	0	
Noon.				South	"	0-1			30.10	80	81	80			"	"	0	

Position at 8 A. M. { Latitude by
 Longitude by

Position at noon: { Latitude by observation
 Longitude by observation
 Latitude by D. R.
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
 Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water *distilled* during the preceding 24 hours,

1200 "

Water remaining on hand fit for use at noon,

2800 "

Coal consumed during the preceding 24 hours,

1 tons, 1680 lbs.

Coal remaining on hand at noon,

151 " 440 "

P. M.																		
1				South	Variable	0-1			30.05	81	85	82			b.c.	cum.	4	
2				"	"	0-1			30.05	81	85	82			"	"	4	
3				"	Calu	0			30.00	81	86	83			"	"	4	
4				"	"	0			29.99	81	86	84			"	cum. strat.	4	
5				"	Ch. N. W.	0-1			29.99	82	84	81			"	"	4	
6				N. by E.	Calu	0			30.00	82	84	81			"	"	2	
7				"	"	0			30.03	83	84	81			"	"	2	
8				N. E.	East	1-2			30.06	83	82	80			"	"	2	
9				"	"	2			30.06	81	80	79			"	"	2	
10				"	"	1.2			30.07	81	80	79			"	"	2	
11				"	"	1.2			30.05	80	80	79			"	"	3	
Mid.				"	"	1.2			30.04	80	80	79			"	"	4	

under the command of

Commander E. T. Strong
Saturday, April 3rd

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 P.M.

Clear and pleasant. Light N. E. and variable air to calm. Barometer falling slowly.

L. M. Haines
Ensign U. S. N.

From 4 to 8 A.M.

Cloudy and warm. Light and variable air. The Red "S. Lins" steamer Philadelphia and the Venezuelan Gunboat Venado came into port. Executed morning orders. Received for use of crew, 112 lb. fresh bread and 140 lb. each of fresh beef and vegetables. Distilling.

M. H. Hulse
Lieutenant U. S. N.

From 8 A.M. to Noon

Generally overcast. Calm and light variable air. Distilling. By order of Commanding Officer released from confinement L. E. Smith, App 3 class, and placed in solitary confinement on bread and water for 5 days. J. Chack, App 3 class Officer, drunk on board ship. Sent an officer to make a boarding visit to Venezuelan Gunboat Venado.

R. D. Thoburn
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear and warm. Calm to light variable air. Barometer falling. Sent liberty party of men and apprentices on shore. Distilling.

L. M. Haines
Ensign U. S. N.

From 4 to 8 P.M.

Cloudy, calm and light air and breeze from N.E. and East. Liberty party of apprentices returned, except J. Danell. A reward of \$10.00 offered to Police of La Guayra, for the return of board of J. C. O'Neil, App 3 class. Finished distilling.

R. D. Thoburn
Lieutenant U. S. N.

From 8 P.M. to Midnight

Cloudy and warm. Light air to light breeze from East. English steamer went to sea at 8.20. Barometer steady.

L. M. Haines
Ensign U. S. N.

Examined and found to be correct.

J. H. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship *Essex* Third Rate,

Mood in the Harbor of La Guayra, Venezuela.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 1'd.	Air, by Therm.	Water at Surface.				
A. M.									A							
1				N. N. E.	Variable	0-1			30.03	81	80	79	b.c.	cum.	4	
2				North	"	0-1			30.03	81	78	78	"	"	7	
3				"	"	0-1			30.02	81	78	78	"	"	7	
4				"	"	0-2			30.02	81	78	77	"	"	7	
5				"	"	0-1			30.02	80	78	77	"	"	7	
6				"	"	0-1			30.03	80	79	79	"	"	7	
7				N. by E.	"	0-1			30.05	81	82	80	"	"	7	
8				N. E. by N.	E. N. E.	2			30.08	83	83	80	"	"	7	
9				N. N. E.	"	1			30.08	82	85	82	"	cum. str.	4	
10				"	"	1			30.08	82	86	84	"	"	5	
11				"	"	1-0			30.07	82	87	85	"	"	5	
Noon.				N. by E.	"	1-0			30.06	82	87	85	"	"	4	

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation

Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water distilled during the preceding 24 hours,

400 "

Water remaining on hand fit for use at noon,

27 00 "

Coal consumed during the preceding 24 hours,

tons, — lbs.

Coal remaining on hand at noon,

151 " 440 "

P. M.																
1				N. by E.	Variable	0-1			30.04	82	85	83	"	cum. str.	0	
2				"	West	2			30.03	82	84	83	"	"	0	
3				"	"	0-1			30.01	82	83	82	"	"	0	
4				"	Variable	0-1			29.99	82	83	82	"	"	0	
5				"	"	0-1			29.99	81	83	81	"	"	0	
6				N. N. E.	"	0-1			30.00	81	82	81	"	c. c. sp.	0	
7				"	N. E.	2-3			30.03	82	82	81	"	c. c. m.	0	
8				"	"	3			30.04	82	82	80	"	"	0	
9				"	"	2-3			30.06	81	80	80	"	c. c. h.	0	
10				N. E. by N.	"	2-3			30.09	81	80	79	"	c. c. m.	0	
11				"	"	2-3			30.08	81	80	79	"	b. c. m.	3	
Mid.				N. N. E.	"	1-2			30.08	81	80	79	"	b. c.	5	

under the command of

Commander E. J. Strong
Sunday, April 4th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Continued and until 4 A.M.

Clear, warm and pleasant. Calm and light variable
airs. Barometer falling slowly. J. Samell, App. 3 class, returned on board 18 hours
over time.

J. W. Jordan,
Lieutenant U. S. N.

From 4 to 8 A.M.

Fair to cloudy. Calm, variable airs and light breeze from E. N.E.
Received in Supplies and Accounts following fresh provisions for ice to crew 112 lbs.
bread, 140 lbs. meat 140 lbs. vegetables. L. C. Drake, App. 3 class, returned on board 39 hours
over time. Onizuelaw Humbat "Greepo" came in port and exchanged colors with her.

R. D. Goodale
Lieutenant U. S. N.

From 8 A.M. to Mid.

Hazy and warm. Light Easterly airs to calm. French line steamer
came into port at 8.15. Board quarantine for inspection at 9.30, followed by General Master
Read Articles of War. At 10.30 Commanding Officer held Gunner's Review on Deck.

L. M. Namee
Ensign U. S. N.

From Mid. to 4 P.M.

Fair, hazy, clear and warm. Calm and light airs to light breeze
from West. Barometer falling.

J. W. Jordan
Lieutenant U. S. N.

From 4 to 8 P.M.

Overcast and cloudy. Light drizzling rain at beginning of last part.
Calm to gentle N.E. breeze. Rising barometer. L. C. Drake A. 3 class, broke one of the bones of
his hand while skybuckling.

L. M. Namee
Ensign U. S. N.

From 8 P.M. to Mid.

Cloudy and hazy. Light drizzling showers first part of watch clearing
later part. Light to gentle breeze from N.E. Barometer rising, then falling slowly. Lightning
to the S.W. first part of watch.

J. W. Jordan
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex. *Third Rate,*
Moor'd in the Harbor of La Guayra, Venezuela.

Hour.	Knots.	Tenhs.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prep. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at/d.	Air, Dry Bulb.	Wet Bulb.	Water Surface.				
A. M.									A								
1				N. by E.	N.E.	1			30.05	81	79	79		b.c.m.w.b.	ann. strat.	5	
2				"	Variable	0-1			30.05	81	79	78		"	cum. strat.	5	
3				"	"	1			30.04	81	79	78		b.c.m.w.	"	5	
4				"	"	1			30.03	81	79	78		"	"	7	
5				"	"	0-1			30.03	81	79	78		b.c.m.	"	7	
6				N. N.E.	"	0-1			30.04	81	78	77		"	"	4	
7				N. by E.	"	0-1			30.05	81	79	78		b.c.	"	5	
8				"	"	0-1			30.07	81	82	80		"	"	3	
9				"	North	0-1			30.10	81	83	81		b.c.m.	"	4	
10				"	Variable	0-1			30.10	81	84	82		"	"	2	
11				"	"	0-1			30.10	82	83	82		"	"	1	
Noon.				North	"	0-1			30.08	82	85	83		"	"	1	

Position at 8 A. M. { Latitude by
 { Longitude by

Position at noon: { Latitude by observation
 { Longitude by observation
 { Latitude by D. R.
 { Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
 { Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

2200

"

Coal consumed during the preceding 24 hours,

tons, 800 lbs.

Coal remaining on hand at noon,

150 " 1860

P. M.																	
1				North	Variable	1-0			30.05	82	87	85		b.c.m.	ann. strat.	4	
2				"	"	1-0			30.02	82	87	86		"	"	6	
3				"	"	1-0			30.00	82	89	87		"	"	4	
4				"	"	1-0			30.00	83	90	87		"	"	4	
5				N.E.	"	0-1			29.99	83	87	85		b.c.m.	"	0	
6				N.E. by N.	N.E.	2			30.01	82	84	82		"	"	0	
7				N.E.	E. N.E.	3-4			30.03	82	81	81		b.c.m.	cum.	3	
8				"	"	3			30.05	82	81	79		"	"	4	
9				"	"	3			30.07	82	81	79		"	"	2	
10				"	"	2-3			30.08	81	80	79		"	cum. strat.	5	
11				N. N.E.	"	2			30.08	81	79	79		"	"	6	
Mid.				"	"	1-2			30.09	81	79	79		"	"	6	

under the command of

Commander E. T. Strong
Monday, April 5th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair to cloudy, damp, lightning. Calm to light variable air. Barometer rose at first then falling.

J. B. Aubrey,
Lieutenant U. S. N.

From 4 to 8 A.M.

Hazy and warm. Light variable air to calm. Barometer rising slowly. Carried morning order. Received all Dept. Supplies and Accounts fresh provisions as follows: 112 lbs.hardtack, 140 lbs. meal, 140 lbs. vegetables Liberty party returned.

J. M. James
Ensign U. S. N.

From 8 A.M. to Merid

Fair, hazy and hot. Calm and light variable air. Barometer steady, then falling. At 9.30 mustered at quarters afterwards exercised Powder Timmins rifles, 1st Division, great gun: 2nd signals 3rd setting up and infantry without arms. At 10.45 exercised Companies at Akimick drill and manual.

J. M. Jordan,
Lieutenant U. S. N.

From Merid to 4 P.M.

Fair to cloudy and very warm. Calm to light variable air. Barometer falling. Instructed signal class of port watch. Received official visit from an officer of the Venezuelan Gunboat "Venezuela".

J. B. Aubrey,
Lieutenant U. S. N.

From 4 to 8 P.M.

Cloudy to fair and hazy. Calm and light variable air first part of watch. Light to moderate breeze from N.E. to E. N.E. latter part. Barometer rising. By order of Commanding Officer confined in double lines for two nights, from evening hammocks to morning hammocks, P. H. Macker, S. H. J. Kuer, J. H. Sigurd, apprentices 3rd class and A. J. White, Appointed 2nd class, for going in swimming after dark, without permission.

J. M. Jordan,
Lieutenant U. S. N.

From 8 P.M. to Mid.

Fair to cloudy. Light air to gentle breeze from E. N.E. Barometer rising. By order of Commanding Officer P. H. Macker, App^d cl, is to be confined for two nights from evening hammocks to morning hammocks: offense, going in swimming without permission. At 8.10 confined him in accordance with the above.

J. B. Aubrey,
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N.

Navigator

LOG of the UNITED STATES

Ship Essex. *Third* Rate,
Moved in the Harbor of La Guaya, Venezuela.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.					TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction and Force of Surface Current.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in fathoms.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.								
A. M.																					
1				N by E.	E N E.	1-2			30.07	82	79	78						b.c.m.	cum.	8	
2				N. N. E.	Variable	1-0			30.05	81	79	78						"	"	6	
3				N by E.	"	1-0			30.03	82	78	78						"	"	7	
4				"	"	1-0			30.03	81	78	78						"	"	8	
5				"	"	0-1			30.06	81	77	75						"	"	7	
6				"	S by E.	2			30.07	82	79	77						"	cir strat.	5	
7				"	"	2-3			30.09	82	81	79						"	cir cum.	5	
8				North	"	2-3			30.11	81	82	80						"	"	5	
9				"	"	2-3			30.11	81	82	80						"	"	5	
10				"	"	0-1			30.12	82	84	83						"	"	5	
11				"	N N E.	0-1			30.11	82	86	84						"	"	5	
Noon.				"	"	0-1			30.10	82	87	85						"	"	6	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

1700
tons, 640 lbs.

Coal remaining on hand at noon,

150 " 1240 "

P. M.																					
1				N by E.	N E.	1			30.07	83	85	83						b.c.	cir cum.	6	
2				N E.	E N E.	2-3			30.05	83	85	84						"	"	7	
3				"	"	3			30.03	83	84	83						"	"	7	
4				"	"	3			30.02	83	84	83						"	"	6	
5				"	"	3			30.00	82	82	81						"	"	4	
6				"	"	3			30.00	82	82	81						"	strat.	4	
7				N E. by N.	"	1-2			30.02	82	81	81						"	"	4	
8				N N E.	"	0-1			30.03	83	80	80						"	cum strat.	7	
9				"	"	1			30.05	82	80	80						"	"	6	
10				N by E.	"	1			30.07	84	80	79						"	"	8	
11				"	"	1			30.07	83	80	79						"	"	8	
Mid.				N N E.	Variable	1-0			30.08	82	79	79						b.c.	"	10	

under the command of

Commander E. T. Strong
Tuesday April 6th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear. Light variable air and calm.

M. A. Hulme
Lieutenant U. S. N.

From 4 to 8 A.M.

Pleasant and hazy. Light variable air and calm at first part of watch. Light to gentle breeze from S by W. latter part. Barometer rising. Received by mail in Dept Supplies and Accounts 140 lbs each of fresh beef and vegetables and 112 lb bread. By order of Commanding Officer released from duty the men, W. G. Masher, D. H. Greer, J. H. Digging, W. B. Dabel, App's 3rd class and A. J. White App. 2nd class.

J. W. Jordan
Lieutenant U. S. N.

From 8 A.M. to Noon.

Fair and warm. Calm to gentle breeze from Westward at first, falling to light air and shifting to N by S and E by S last three hours. Barometer rose slightly at first then commenced to fall. At 6.30 mustered and inspected at quarters. Shilled Parker Division gunnery instruction: First Division, boats and great guns; Second Division, boats and gunnery instruction; Third Division, single sticks. Second period, called away all boats armed and equipped for cutting out, arrived at 11.20. By order of the Commanding Officer, confined to 5 days in dock the men: off duty, refusing to obey the orders of a petty officer.

J. S. Luby
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear and warm. Light air to gentle breeze from N.E. to E. N.E. Boys deficient in signals studying on quarter deck. At latter exercising under oar.

M. A. Hulme
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair and warm. Gentle breeze from E. N.E. first half, falling light after sunset. Barometer rising. Exercised apparatus at gymnasium from 4.35 to 4.55. Confined in accordance with entry in yesterday's log, A. J. White (A. 2^c), J. H. Digging, W. G. Masher, D. H. Greer, and W. B. Dabel, all App's 3rd class.

J. S. Luby
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Light air from E. N.E. Penrynian gumbies "Pseudo" left port. Red Steamship "Philadelphia" went out.

M. A. Hulme
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moved in the Harbor of La Guayra, Venezuela.

Third Rate,

Hour.	Knots.	Twiles.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Hull.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	Direction of Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water, Surface.	Water, at Depth.				
A. M.																		
1				N by E.	Variable	1-0			30.06	82	78	77			b.m.	none	10	
2				"	"	1-0			30.06	82	78	77			"	"	10	
3				North	Ph. N.W.	1-2			30.05	81	78	77			"	"	10	
4				N by E.	Ph.	2-3			30.05	81	78	77			"	"	10	
5				"	"	3			30.05	81	78	77			b.c.	cum. strat.	4	
6				"	"	3			30.08	82	78	77			"	"	3	
7				North	"	3			30.10	82	79	78			"	"	4	
8				"	N.W.	3			30.13	82	79	78			"	"	6	
9				"	"	1			30.14	81	85	83			"	"	6	
10				N. N.E.	N.E. by N.	0-1			30.13	82	89	86			"	"	7	
11			92.2	"	N.E.	2			30.13	83	90	87			"	"	8	
Noon.	5	5	97.5	N.W. 1/4 N.	"	4			30.13	82	92	81			"	"	7	

S. S. Distance by Log

Position at 8 A. M. Latitude by
Longitude by

Latitude by observation

Longitude by observation

Position at noon:

Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon: departure

Distance made good since preceding noon: ..

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. Latitude by * Polaris at 7 P.M.
Longitude by 0 at 4 P.M.

Variation of compass: 2° 00' E.

Error of compass observed at 9.36 A.M. Ship's head N 1/2 W.

Deviation of compass on 9.36 A.M. Ship's head N 1/2 W.

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																		
1	6	4	4.1	N.W. 1/4 N.	E. N.E.	4-5			30.11	81	82	81	80		b.c. m.	cum. strat.	5	N.
2	6	7	10.8	"	E. by N.	5			30.09	81	82	81	80		"	"	5	"
3	6	6	17.4	"	"	5			30.07	81	82	81	80		"	"	5	"
4	6	1	23.5	"	"	5			30.06	81	82	81	80		"	"	6	"
5	5	5	29.0	"	"	5			30.06	81	81	81	80		"	"	7	"
6	6	2	35.2	"	"	5			30.06	81	81	81	80		"	"	5	"
7	6	6	41.8	"	East	5			30.07	81	79	81	80		"	"	7	"
8	6	6	48.4	"	"	5			30.08	81	79	81	80		b.m.	none	10	"
9	6	6	55.0	"	"	5			30.11	81	80	80	80		b.m.	"	10	"
10	7	0	62.0	"	"	5			30.11	82	80	80	80		"	"	10	"
11	7	4	69.4	"	"	5-6			30.10	82	80	80	80		"	"	10	"
Mid.	7	6	77.0	"	"	5-6			30.09	82	80	80	80		"	"	10	"

under the command of

Commander E. T. Strong
Wednesday, April 7th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

breeze from S.W.

Cloudless. Calm, variable light airs from N.W. to gentle

R. Tisdale
Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy to fair and warm. Gentle breeze from S.W. shifting to N.W. last hour. Barometer rising. Released from confinement A. J. White (A. 2 cl.) and J. H. Deguy (A. 2 cl.). Marked, H. P. Green and G. B. Dabbs all (App 3 cl.). Mr. Olsen (C. B. N.) returned from leave 8 1/2 hours overtime. Received in Dept of Supplies and Accounts 113 lb. bread and 145 lb. each of beef and vegetables. At 6, started fire in boilers 6 and 5. Carried out morning orders.

J. S. Lutz,
Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear and warm. Light air to moderate ^{breeze} from N.W. to N.E. Made preparations for sea. At 9, got line in from brig. At 9.30 mustered at quarters. Hoisted stern hedge. Put on chafing gear. At 10.50 called all hands, got underway and stood out of La Guayaquil Harbor the Commanding Officer commanding. Draft forward 14 feet 1 inch. At 16 feet, 9 inches. At 11.05 took departure at end of La Guayaquil Breakwater, set course N.W. 1/4 N. (p. 2) and put on pituit by reading 92.2. At 11.15 made all sail except mainsail. At 11.50 hove to and unreeled propeller, having allowed fire to die down. Average steam 46 lb.

W. H. Palmer
Lieutenant U. S. N.

From Merid. to 4 P.M.

Fair. Moderate and stiff breeze from E. by N. and E. by N. On course N.W. 1/4 N. At 12.10 filled away on the course. Baked fire, distilling. A. R. Bahns App 3rd cl., made a prisoner at large, by order of Commanding Officer.

R. Tisdale
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair and pleasant. Stiff breeze from E. by N. to East. On course N.W. 1/4 N. under sail as in previous watch. At 5.30 got up and hove main and mizzen topmast staysails and gaff topsail. Baked fire, distilling.

S. M. Rome
Ensign U. S. N.

From 8 P.M. to Mid.

Clear and pleasant. Stiff to fresh breeze from East. Barometer steady, then falling slowly. Steaming on course N.W. 1/4 N. No change of sail. Moon set at 10.45. Distilling.

J. H. Jordan
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex. *Third* Rate,
Making passage from La Guayra, Vene. to Kingston, Jamaica.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	At Base of Mast.	Water at Surface.				
A. M.	7 9	3																
1	7 4	8 4 4		N N 1/4 N.	East	5.6			30.08	81	80	80	80	80	b.c.w.	cum. m.	5	N.
2	7 0	9 1 2		N. by N.	"	5.6			30.07	81	80	80	80	80	"	"	5	"
3	6 0	7 2 2		W. by N.	E. by S.	5.6			30.05	81	80	80	80	80	"	"	4	S.
4	5 2	7 2 2		N N 1/4 S.	East	5			30.05	81	80	80	80	80	"	"	5	"
5	6 9	10 4		"	"	5			30.08	81	80	79	80	80	b.c.	cum.	6	"
6	7 2	17.6		"	"	5.6			30.10	81	80	79	80	80	"	cum. shad.	6	"
7	7 4	25.0		"	"	5.6			30.12	81	81	78	80	80	"	"	5	"
8	7 6	32.6		"	"	5.6			30.14	82	81	78	80	80	"	cum. rain. shad.	4	"
9	8 0	40.6		"	"	6			30.15	82	82	78	80	80	"	cer. cum.	5	"
10	7 6	43.2		"	"	6			30.15	81	82	78	80	80	"	"	4	"
11	7 3	55.5		"	"	6			30.15	82	83	78	80	80	"	"	4	"
Noon.	7 5	63.0		"	"	6			30.14	82	83	78	80	80	"	"	4	"

165.3 Distance by Log

Position at 8 A. M. { Latitude by *bearing of Buw Ayri* 12° 18' " N.
 Longitude by *observation* 68° 39' " W.

Position at noon: { Latitude by observation 12° 43' " N.
 Longitude by observation 69° 00' " W.
 Latitude by D. R. 12° 41' " N.
 Longitude by D. R. 68° 59' " W.

Course made good since preceding noon: *N 91.*

Distance made good since preceding noon: 170 miles.

Distance by Log since preceding noon: 165.3 miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by *D. R. from Noon* 13° 26' " N.
 Longitude by *chronometer from P. M. Observation* 69° 57' " W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 500 gallons.

Water *distilled* during the preceding 24 hours, 1000 "

Water remaining on hand fit for use at noon, 1700 "

Coal consumed during the preceding 24 hours, 1 tons, 1840 lbs.

Coal remaining on hand at noon, 146 " 1080 "

P. M.																		
1	7 1	70.0		N N 1/4 S.	East	5.6			30.09	82	82	78	80	80	b.c. m.	cer. cum.	5	N.
2	7 0	77.1		"	"	5.6			30.07	82	82	78	80	80	"	"	6	"
3	7 5	84.6		"	"	6			30.05	82	82	78	81	81	"	"	4	"
4	7 0	91.6		"	"	5.6			30.05	81	82	78	81	81	"	"	3	"
5	7 5	99.1		"	"	6			30.05	81	82	78	81	81	"	cum. shad.	3	S.
6	7 7	6.8		"	E. by N.	6			30.05	81	81	78	81	81	b.c. m.	"	3	"
7	8 4	18.2		"	"	6.7			30.06	81	81	78	81	81	"	rain.	3	"
8	8 4	23.6		"	East	6.7			30.08	81	81	78	81	81	"	"	5	"
9	8 1	31.7		"	"	6			30.10	82	81	78	81	81	"	cum. shad.	5	"
10	8 1	39.8		"	"	6			30.11	82	81	78	81	81	"	"	5	"
11	8 4	48.2		"	"	6			30.11	82	80	78	81	81	"	"	5	"
Mid.	8 3	56.5		"	"	6			30.11	82	80	78	81	81	"	"	5	"

93.5

under the command of

Commander E. J. Strong
Thursday, April 8th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Continued and until 4 A.M.

Fair and damp. Stiff to fresh breeze from East and E. by S. Steaming course N N W 1/4 N, until 1.55 when sighted the light on South point of Buena Vista changed course to N by S, at 2.10 changed course to West and at 3.50 to N N W 1/4 N. Under all sail except mainsail, and flying jib, jib, for topmast staysail, main topsail and spanker. At 1.45 took in main topsail and spanker. Distilling

J. B. Luby,
Lieutenant U. S. N.

From 4 to 8 A.M.

Fair to cloudy. Strong to fresh breeze from the East. At 4.30 set main and mizzen topmast staysails, main topsail and spanker and gaff topsail. At 6.30 made out Luzzara on port bow. Executed morning orders. Distilling.

McPherson
Lieutenant U. S. N.

From 8 A.M. to Merid.

Fair and pleasant. Stiff and fresh Easterly breeze. On course N N W 1/4 N (gc) At 9.30 had quarters and exercised Apprentices as follows: Powder Division, gunnery instruction: 1st Division, single sticks and gunnery instruction: 2^d Division, gunnery instruction: 3^d Division, revolvers and signals. Aired bedding during second period. By order of the Commanding Officer released from confinement J. Mack App. 3rd class, and placed in solitary confinement wth bread and water for 78 hours, G. C. Baker App. 3rd class, officer: restraining his liberty. Allowed fire to die out from boiler D. Distilling. No change in sail. Moderate Easterly sea.

A. D. Trudale
Lieutenant U. S. N.

From Merid. to 4 P.M.

Cloudy and pleasant. Stiff to fresh breeze from East. Barometer falling first part steady afterwards. On course N N W 1/4 N. under all sail except mainsail. Distilling. Exercised atabond watch of Apprentices at signals. Moderate sea from East.

L. M. Ramey
Ensign U. S. N.

From 4 to 8 P.M.

Pleasant and hazy. Fresh to very fresh breeze from East to E by S. Barometer steady then rising. Steaming a course N N W 1/4 N. under same sail as preceding with At 4.30 took in main sky sail and topgallant sail in order to repair latter: after patching set them again at 6.00 At 7.00 took in spanker gaff topsail. Distilling.

J. N. Jordan,
Lieutenant U. S. N.

From 8 P.M. to Mid.

Fair and damp. Bright moon and starlight. Moon set about 11.30. Fresh breeze from East. Barometer rising until 9 then steady. Long swell from E. d. Steaming course N N W 1/4 N. under all sail except mainsail and gaff topsail. Distilling.

J. B. Luby,
Lieutenant U. S. N.

Examined and found to be correct.

J. H. Hester,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex Third Rate,
Making passage from La Guayra, Ven. to Kingston, Jamaica.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 11°.	Air by Bulb.	Wet Bulb.	Water at Surface.			
A. M.	93.5															
1	82	64.7		N N 1/4 N.	East	6			30.09	82.80	78.81		b.c. on.	cum.	6	M.
2	80	72.7		"	"	6			30.07	82.80	78.81		"	"	6	"
3	78	80.5		"	"	6			30.07	82.80	78.81		"	"	7	"
4	83	88.8		"	"	6			30.07	82.80	77.81		"	"	8	"
5	79	96.2		"	"	6			30.08	81.80	77.81		"	"	8	"
6	71	3.8		"	"	5.6			30.09	81.80	77.81		"	"	8	"
7	73	11.1		"	"	5.6			30.11	81.81	78.81		"	"	7	"
8	75	18.6		"	"	5.6			30.13	82.82	78.80		"	"	7	"
9	83	26.9		"	E by S.	5.6			30.14	82.82	78.81		"	cir. str.	7	"
10	78	34.7		"	"	5.6			30.13	82.83	79.81		"	"	6	"
11	70	40.7		"	"	5.6			30.13	82.83	79.81		"	cum. str.	6	"
Noon.	70	47.7		"	"	5.6			30.12	82.83	79.81		"	"	5	"

188 7 Distance by Log.

Position at 8 A. M. { Latitude by D. R.

Longitude by Observation 0

Latitude by observation

Longitude by observation

Position at noon: {

Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: 0.6 miles, set N N 1/4 W. true.

Position at 8 P. M. {

Latitude by D. R. from Noon

Longitude by Chronometer from P.M. Observation 0

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Heel.	Leeway.	Height in inches.	Ther. at 11°.	Air by Bulb.	Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
1	67	54.4	N N 1/4 N.	E. by S.	5				30.10	83.83	78.81		b.c. on.	cum. str.	5	M.	
2	67	61.1	"	"	5				30.08	83.83	78.81		"	"	5	"	
3	64	67.5	"	"	5				30.06	82.82	78.81		"	"	5	"	
4	60	73.6	"	"	4.5				30.05	83.82	78.81		"	"	5	"	
5	62	79.7	"	"	4.5				30.04	82.82	79.82		"	cum.	6	"	
6	66	86.3	"	"	5				30.05	82.81	78.82		"	"	6	"	
7	71	93.4	"	"	5				30.06	82.81	78.82		"	cum. str.	7	"	
8	73	100.7	"	"	5				30.07	82.81	78.82		"	cum.	6	"	
9	75	8.2	"	East	5				30.09	82.80	78.82		b.c. on.	"	6	"	
10	65	14.7	"	"	4.5				30.09	82.80	78.82		"	"	6	"	
11	66	21.3	"	"	4.5				30.11	82.80	78.82		"	"	7	"	
Mid.	66	27.9	"	"	4.5				30.12	82.80	78.82		"	"	7	"	

under the command of

Commander E. J. Strong
Friday, April 9th

, U. S. Navy,
, 1877.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Generally clear. Fresh breeze from the East. Under all sail except mainsail and gaff topsail. Distilling.

W. H. Hulme
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Breeze to stiff breeze from East. On course N.W. by N. (p.c.). No change in sail. Distilling. Moderate to rough E. S. by E. sea and swell.

R. S. Rodale
Lieutenant U. S. N.

From 8 A.M. to Noon

Clear and pleasant. Stiff to fresh breeze from East to E by S. Barometer falling slowly. On course N.W. by S. No change in sail. Last quarter at 9.30 and executed Division as follows: 1st Division, great guns; 2^d Division, single sticks; 3^d Division, pistols and gunnery instruction: Forward Powder, gun instruction: After Powder, pistols. Carried all hands at Pin Quarter. Distilling.

J. M. Name
Ensign U. S. N.

From Noon to 4 P.M.

Pleasant weather light haze around horizon. Stiff breeze from E by S. Barometer falling. Steaming a course N.W. by N. No change of sail. Carried apprentices at signals and setting up. Distilling. Cleared bilge.

J. N. Jordan
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and pleasant, damp after sunset. Stiff breeze from E by S. Barometer rising. Moderate sea from E. Steaming course N.W. by N. under all sail except mainsail and gaff topsail until 5.20 when all gaff topsail. Distilling.

J. S. Luby
Lieutenant U. S. N.

From 8 P.M. to Midnight

Fair to clear. Strong to moderate breeze from the East. Distilling.

W. H. Hulme
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N.

Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from La Guayra, Ven. to Kingston, Jamaica.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. or Clear Sky, in fths.	State of the Sea.	
					Direction by Standard Compass.	Force.				Height in inches.	Ther. at 3'.	Air.	Dry Bulb.	Air.	Wet Bulb.					Water at Surface.
A. M.	80	2																		
1	6	0	34.5	NW 1/4 N.	E. by N.	5				30.10	81	80	79	81	b.c.m.	cum.	7	M.		
2	7	0	41.5	"	"	5-6				30.08	81	80	79	81	"	"	7	"		
3	7	0	48.5	"	"	5-6				30.07	81	80	79	81	"	"	7	"		
4	7	1	58.6	"	"	5-6				30.07	81	80	79	81	"	"	7	"		
5	6	7	62.3	"	"	5				30.10	81	80	78	81	"	"	6	"		
6	6	7	69.0	"	"	5				30.12	81	80	78	81	"	"	6	"		
7	6	3	75.3	"	"	5				30.13	81	81	79	81	"	"	6	"		
8	6	4	81.7	"	"	5				30.16	82	82	79	81	b.c.	"	6	"		
9	6	1	87.8	"	"	5				30.18	82	82	79	81	"	"	5	"		
10	6	9	94.7	"	"	5				30.20	82	82	79	81	"	"	4	"		
11	5	4	1.1	"	"	5				30.19	82	82	79	81	"	"	7	"		
Noon.	5	6	6.7	"	"	4-5				30.18	82	82	79	81	"	cir. cum.	6	"		

157 .4 Distance by Log.

Position at 8 A. M. { Latitude by S. R.
 Longitude by Observation

Position at noon: { Latitude by observation
 Longitude by observation
 Latitude by D. R.
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: 1.5 miles, set N. W. true.

Position at 8 P. M. { Latitude by Observation * Plane
 Longitude by Observation * Plane

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

16° 41' " N.
 73° 40' " W.
 17° 22' " N.
 74° 02' " W.
 16° 55' " N.
 73° 32' " W.

N. W.
 197 miles.
 157.4 miles.

17° 34' " N.
 73° 38' " W.

550 gallons.

600 "

2500 "

tons, 1200 lbs.

143 " 1960 "

P. M.	2	8	9.5	N. W. 1/4 N.	E. S. E.	4	30.15	82	84	80	81	b.c.m.	cir. cum.	5	S.
1	2	8	11.5	N. W. 1/4 N.	"	4	30.14	82	84	80	81	"	"	4	"
2	4	0	15.5	"	"	4	30.12	82	84	80	81	"	"	4	"
3	3	6	19.1	"	"	4	30.11	83	83	80	81	"	"	5	"
4	4	1	23.2	"	"	4	30.10	83	83	80	81	"	"	5	"
5	3	8	27.0	"	"	3-4	30.10	83	83	79	81	"	"	5	"
6	3	5	30.5	"	"	3-4	30.10	83	81	79	81	"	"	6	"
7	3	9	34.4	"	"	4	30.11	83	80	78	81	b.c.	now cum.	10	"
8	4	3	38.7	"	"	4	30.14	84	80	79	81	b.c.	"	9	"
9	3	9	42.6	"	"	3-4	30.15	84	80	78	81	b.c.b.	"	5	"
10	2	9	46.5	"	"	3-4	30.15	83	80	78	81	"	"	6	"
11	3	6	50.1	"	"	3-4	30.15	83	80	78	81	"	"	5	"
Mid.	3	4	53.5	"	"	3-4									

46.8

4-265

under the command of

Commander E. J. Strong
Saturday, April 10th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair and pleasant. Stiff and fresh breeze from E by N.
On course NW 1/4 N (p.c.) Under all sail except the mainsail. Finished distilling at 1.30.
Moonlight first part.

E. J. Tisdale
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Stiff breeze from E by N. Rising barometer. On course NW 1/4 N. No change in sail. At 7.30 sighted a steamer on the starboard bow, standing to the Sd and E. Executed manœuvring orders.

L. M. Hancock
Ensign U. S. N.

From 8 A.M. to Noon

Clear and pleasant. Moderate to stiff breeze from E by N. Barometer rising then falling. Clearing ship.

From Noon to 4 P.M.

Fair and pleasant. Moderate breeze from E. S. E. Smooth sea.
Barometer falling. Steering course NW 1/4 N. until 12.30, when changed to N. N. W 1/4 N. Under all sail except mainsail until 12.30, when took in all fore and aft sail except jib.
Boys engaged sewing and mending clothes.

J. J. Jordan
Lieutenant U. S. N.

E. J. Tisdale
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear. Gentle to moderate E. S. E. breeze. Pumped bilge.

M. H. Malone
Lieutenant U. S. N.

From 8 P.M. to Midnight

Fair and pleasant, but damp. Gentle and moderate breezes from E. S. E. No change in sail. Moonlight. Lightning to E. N. E. during first part.

E. J. Tisdale
Lieutenant U. S. N.

Examined and found to be correct.

John H. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from *La Guayra, Ven.* to *Kingston, Jamaica.*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction and Force of Surface Current.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at/d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.	46	8																
1	3	6	57.1	<i>N. N. W. 1/4 N.</i>	<i>E. S. E.</i>		3			30.13	82	80	78	81	<i>b. c. w.</i>	<i>cumulus</i>	7	<i>M.</i>
2	4	0	61.1	"	"		3 1/4			30.13	82	80	78	81	"	"	6	"
3	3	7	64.8	"	"		3			30.12	82	80	78	81	"	"	5	"
4	3	3	68.1	"	"		3			30.12	82	80	78	81	"	"	4	"
5	3	3	71.4	"	"		3			30.13	82	80	78	81	"	<i>cumulus</i>	5	"
6	3	5	74.4	"	"		3			30.15	82	80	78	81	<i>b. c.</i>	"	4	"
7	3	8	78.2	"	"		3			30.16	82	81	79	81	<i>b. c. p.</i>	<i>cumul</i>	4	"
8	3	6	81.8	"	"		3			30.16	82	81	79	81	"	"	4	"
9	2	4	84.2	<i>N. W. 1/4 S.</i>	"		3			30.20	83	83	81	81	<i>b. c.</i>	"	4	<i>S</i>
10	3	0	88.6	"	<i>East</i>		3			30.20	83	84	82	81	"	"	4	"
11	3	9	92.5	"	"		3			30.20	83	85	83	81	"	"	4	"
Noon.	3	3	95.8	"	"		3			30.18	83	85	83	81	"	"	5	"

89.6 Distance by log.

Position at 8 A. M. { Latitude by *D. R.*
Longitude by *Observation*

Position at noon: { Latitude by observation
Longitude by observation

Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: $\frac{1}{2}$ miles, set *N. W. 1/4 N.* true.

Position at 8 P. M. { Latitude by *Bearings*
Longitude by *Bearings*

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water

during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

2000 "

Coal consumed during the preceding 24 hours,

tons, 800 lbs.

Coal remaining on hand at noon,

1143 " 1160 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at/d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction and Force of Surface Current.	State of the Sea.
1	3	4	99.2	<i>N. W. 1/4 S.</i>	<i>East</i>	3			30.15	84	85	81	82	<i>b. c.</i>	<i>cumulus</i>	7	<i>S</i>
2	3	3	2.5	"	"	3			30.14	83	81	80	82	"	<i>cumulus</i>	8	"
3	3	8	5.8	"	<i>E. N. E.</i>	3			30.13	83	82	79	82	"	"	7	"
4	3	5	9.3	"	"	3			30.12	83	83	79	82	"	"	6	"
5	2	8	12.1	"	"	3			30.12	83	83	79	82	"	"	6	"
6	2	8	14.9	"	"	3			30.13	83	83	79	82	"	"	5	"
7	1	5	16.7	<i>N. N. W. 1/4 N.</i>	"	2.3			30.14	83	83	79	82	<i>b. c. w.</i>	"	7	"
8	0	5	16.7	<i>N. W. 1/4 S.</i>	"	2			30.15	84	81	79	82	"	"	9	"
9	1	9	"	<i>N. W. 1/4 S.</i>	"	2			30.16	84	81	79	82	"	"	9	"
10	2	0	"	"	<i>N. N. E.</i>	2.3			30.20	83	80	79	82	"	"	9	"
11	3	6	21.5	"	<i>N. E.</i>	3			30.20	83	80	79	82	"	"	8	"
Mid.	2	3	25.5	<i>N. W. 1/4 S.</i>	"	3			30.18	83	80	79	82	"	"	8	"

34.6

4-255

under the command of

Commander E. T. Strong
Sunday, April 11th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair and pleasant. Gentle to moderate breeze from E. S. E. Barometer nearly steady. On course Ch. N. W. 1/4 N. under jib and all square sail except mainsail.

L. M. Haines
Ensign U. S. N.

From 4 to 8 A.M.

Fair light passing showers. Gentle breeze from E. S. E. Barometer rising. Steaming on course Ch. N. W. 1/4 N. Tame sail as preceding watch. At 7.50 starboard wheel rope carried away by chafing. Flipped pivoted tiller and hooked relieving tackle, ran off new wheel rope. Drove in main royal and topgallant sail to prevent ship coming to, while hooking relieving tackle, setting them again when tackle were hooked.

J. N. Jordan,
Lieutenant U. S. N.

From 8 A.M. to Noon

Partly cloudy and warm. Gentle breeze from E. S. E. and East. Smooth sea. Barometer rose at first, commenced to fall last hour. Steaming course Ch. N. W. 1/4 N. until 8.30 when changed to Ch. N. No change in sail. Finished rearing new wheel rope at 10.30 and unhooked relieving tackle. Expanded one set lamp wheel rope. At 9.30 mustered crew and apprentices at quarters. Captain inspected ship and crew. At 10.15 held Divine Service on gun deck. By order of Commanding Officer released from confinement B. J. Patterson App. 5th class, his term of confinement having expired.

J. B. Aubrey,
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Gentle breeze from the East to E. N. E. At 2.40 took in and furlled topgallant sail and royals. At 2.40 made land ahead.

M. H. Hulse,
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear. Gentle and light breeze from E. N. E. On course Ch. N. W. 1/4 N. changing as follow per order of Commanding Officer, at 6.45 to Ch. N. W. 1/4 N. at 7.15 to Ch. N. E. and 7.30 to Ch. N. E. At 7.15 sighted light on Morant Point, Jamaica Island, Ch. N. distant about 15 miles and bearing N. by N. (p. c.). At 7 set the topgallant sails. At 8 hauled in patent log reading 17.9. By order of Commanding Officer released from confinement G. B. Dahl, App. 5th class.

R. A. Fiske,
Lieutenant U. S. N.

From 8 P.M. to Midnight

Clear and pleasant. Light to gentle breeze from East to N. N. E. Barometer rising. On course Ch. N. At 9.45 set all fore and aft sail except gaff topsail and flying jib. At 11.24 by order of Commanding Officer changed course to Ch. N. E. patent log 23.2 at 11.50 hauled down main topmast staysail. At both anchors ready for letting go.

L. M. Haines
Ensign U. S. N.

Examined and found to be correct.

John P. Stewart
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex*
Making passage to Kingston, Jamaica and

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction of Current, by symbols.	Temp. of Clear Sky, in Fahrenh.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.					
A. M.	34	6																
1	3	8	29.3	N. by E.	E. N. E.		3			30.15	82	81	79	82	b.c.	cum.	4	S
2	5	2	34.5	"	"		4			30.13	82	80	79	82	"	"	6	"
3	0	9	39.4	N. by W.	"		4			30.12	82	80	79	82	"	"	8	"
4	6	6	46.0	"	"		5			30.12	82	80	78	82	"	"	8	"
5	6	8	52.8	"	"		5			30.12	82	80	78	82	"	"	8	"
6	9	5	57.9	"	"		4-5			30.15	81	80	76	82	"	"	7	"
7	2	4	60.3	N. by W. 1/2 E.	N. N. E.		2-4			30.17	81	81	78	82	"	"	8	"
8				Variable.	Variable.		1-2			30.20	82	82	79		b.c.m.	"	8	"
9				"	"		1-2			30.20	82	82	79		"	"	6	"
10				S. by E.	"		1			30.20	82	82	79		"	"	5	"
11				S. by E.	S. by E.		3			30.18	83	83	82		"	"	5	"
Noon.				S. by E.	"		3			30.15	84	87	82		"	"	5	"

85° 6' *Latitude by*Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water

during the preceding 24 hours,

Water remaining on hand fit for use at noon,

1500

Coal consumed during the preceding 24 hours,

2 tons, 460 lbs.

Coal remaining on hand at noon,

141 " 920 "

P. M.																			
1				SE.	SE.		4			30.12	84	86	81		b.c.	cum.	5		
2				Variable	"		4			30.10	84	85	81		"	"	5		
3				SE by E.	SE by E.		4-5			30.08	84	86	81		"	"	5		
4				"	"		4-5			30.05	84	86	81		"	"	5		
5				SE	"		3-4			30.08	84	86	81		"	"	6		
6				SE E.	SE E.		3-4			30.09	85	86	81		"	"	6		
7				N. by E.	N. by E.		1-2			30.10	85	84	81		"	"	6		
8				N. by E.	N. by E.		1-2			30.12	85	84	81		"	"	7		
9				N. N. E.	N. N. E.		1-2			30.13	84	86	79		b.	cum.	10		
10				"	N. by E.		1-2			30.14	83	85	79		"	"	10		
11				North	"		1-2			30.16	83	84	77		b.c.	cum.	8		
Mid.				N. N. E.	"		1-2			30.15	82	78	76		"	"	7		

under the command of

Commander E. T. Strong
Monday, April 12th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Breeze to stiff breeze from E. N.E. Barometer falling slowly. Steaming a corner N. N.W. under foresail, topsail, and all sails, flying jib, main, foresail, spanker and mizzen topmast staysail. At 1.00 Port Mouton Light observed distant 5.5 miles. At 2.53 by order of Commanding Officer changed corner to W. S. W. At 3.00 set main topmast staysail, took it in at 3.50. At 3.46 started fore under bars A. B. and D. A steamer lighted in sight ahead at end of watch.

J. D. Jordan,
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Moderate to stiff breeze from E. N.E. first half light air to moderate breeze variable in direction last half. Barometer rising. Smooth sea. Steaming corner W. S. W. until 5.15 when Plum Point Light was made bearing about N. N. W. by N. thence steered various courses under direction of Navigator and Commanding Officer. Under same sail as last watch at first. At 5.10 shortened sail to jib, for topmast staysail, foresail and topsails. At 5.50 made all sail to single except main topmast staysail. At 6.45 hove to and emptied proper barrel in patent log reading 60.3. Drilled away. At 9.00 called all hands took in and fished all sail. Hove in and set below main and mizzen topmast staysails. Made preparations for port. Residue 36. Steam pressure 55 lbs.

From 8 A.M. to Noon.

Generally fair. Light variable air and gentle S. E. breeze. Standing into anchorage at Port Royal, Jamaica, Commanding Officer ordering making preparations for port. At 9.30 anchored off Fort York, Port Royal, starboard anchor 30 fathoms, chain 10 fathoms water. At same time fired National Salute with English flag at main. Received patois and boarding visit from H. B. N. Knowledge Regent National salute was returned gun for gun by battery at Fort York. At 9.40 fired 11 gun salute. English flag at fort which was returned gun for gun by the Regent. An officer returned boarding visit from the Regent. The Commanding Officer made official visit to Commandant of Fort York and the Commanding Officer of Regent upon arrival found a French gunboat in port in quarantine. By order of the Commanding Officer, A. W. Price (A. 32) was placed in solitary confinement on bread and water for three days; offense, using foul and abusive language to another person in the Reg. U. S. N. (A. 32) placed in single room for safe keeping. This broke when came to distilling.

W. H. Hulse,
Lieutenant U. S. N.

From Noon to 4 P.M.

Fair and warm. Moderate and stiff breeze from S. E. and S. E. by E. Received an official visit from the Commandant of British Naval Station at Port Royal, Jamaica. At 1 called all hands up anchor, got underway, and stood up channel towards King's harbor. At 2.15 came to anchor in 7 1/2 fathoms water, aft bottom off King's, moving to 35 fathoms chain. Buoys at anchor box of the Wharf house N. N. W. by N. Jones of Market N. N. W. Red Cliff E. N. E. 1/4 E. Ship's head S. E. by E. Altered force to die out from below, distilling man time. Thisted out both launches. Received a visit from the U. S. Consul. Draft of ship 14' forward 16' 9" aft.

R. D. Sisdale,
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear. Moderate breeze to light air from S. E. by E. took N. At 5, fired 7 gun salute to U. S. Consul.

W. H. Hulse,
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear, pleasant latter part of watch. Light air and breeze from N. N. W. Midnight.

R. D. Sisdale,
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third*
At anchor off the Harbor of Kingston, Jamaica. Rate,

WIND.																		
Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER.				TEMPERATURE.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Clear Sky, in fifts.	State of the Sea.	
									Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.						
A. M.																		
1				N. by W.	Calm	0			30.15	82	78	76		b.c.	cum. ated	5		
2				North	N.E.	1-2			30.13	81	78	76		"	"	5		
3				"	"	1-0			30.12	81	78	76		"	"	5		
4				"	"	1-0			30.14	81	78	76		"	"	5		
5				"	"	1-0			30.14	82	78	76		"	"	6		
6				N. by W.	"	1-0			30.16	83	78	76		"	"	4		
7				N. W. E.	"	1-0			30.16	83	82	79		"	"	5		
8	5			East.	Variable	0-1			30.17	82	82	80		"	"	6		
9				S. E. E.	"	0-1			30.18	83	84	81		"	"	7		
10				"	"	0-1			30.17	82	85	82		"	cum. ated	6		
11				"	S. E.	1-2			30.16	82	87	84		"	"	6		
Noon.				S. E. by S.	"	2-4			30.15	84	86	82		"	"	4		

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water distilled during the preceding 24 hours,

200 "

Water remaining on hand fit for use at noon,

1100 "

Coal consumed during the preceding 24 hours,

tons, 800 lbs.

Coal remaining on hand at noon,

140 " 1960 "

P. M.																			
1				<i>N. by W.</i>	<i>N. N. W.</i>		3-5			30.14	84	82	81		<i>b. c. g. p. cum. ated</i>			4	
2				"	"		3-1			30.13	83	80	79		"	"		3	
3				<i>N. W. E.</i>	<i>Variable</i>		1			30.12	83	79	79		"	"		3	
4				<i>N. W. W.</i>	"		1			30.11	83	79	79		"	"		4	
5				<i>SE. by E.</i>	<i>SE.</i>		2-3			30.10	84	78	78		<i>b. c. m.</i>	"		5	
6				"	"		2-3			30.10	84	78	78		"	"		5	
7				<i>East.</i>	<i>Calm</i>		0			30.12	84	78	78		<i>circ. cum.</i>	<i>circ. cum.</i>		6	
8				<i>NE. by N.</i>	<i>Variable</i>		0-1			30.16	84	78	78		"	"		7	
9				<i>N. N. W.</i>	"		0-1			30.15	83	78	78		"	"		7	
10				<i>N. W. E.</i>	"		0-1			30.15	83	79	79		"	"		7	
11				<i>N. by E.</i>	"		0-1			30.15	83	78	77		<i>circ.</i>	<i>circ.</i>		9	
Mid.				"	"		0-1			30.14	82	78	77		"	"		9	

under the command of

Commander E. T. Strong
Tuesday, April 13

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

slowly. Moon set at 3.15.

Clear and pleasant. Calm to light N.E. breeze. Barometer falling

L. M. Warner
Ensign U. S. N.

From 4 to 8 A.M.

Generally fair. Light N.E. air and calm. Executed morning orders. Painted ship outside. Received in Pay Dept. 140 lbs. each of fresh beef and vegetable and 112 lb. fresh bread.

W. H. Milne
Lieutenant U. S. N.

From 8 A.M. to Noon.

Fair to cloudy and warm. Calm, light variable air light air to moderate breeze from S.E. At 9.40 had quarters and instructed apprentices in the changed station drill. Received an official visit from the Aide de Camp of the British General Commanding Army forces ashore. Commanding Officer left the ship to pay official visits. Engaged his painting outside black and inside fittings straw color. Part of Apprentices instructed in signals. British steamer City of Kingston leaving port at end of watch. 3 masted American Schooner left the harbor.

R. D. Thadale
Lieutenant U. S. N.

From Noon to 4 P.M.

Cloudy and ~~rainy~~ fair. Breeze from N.W. to light variable air. Barometer falling. Commanding Officer of U. S. S. Albatross paid an official visit to the ship.

L. M. Warner
Ensign U. S. N.

From 4 to 8 P.M.

Fair to clear. Light to gentle S.E. breeze: calm and variable light air. Moonlight.

R. D. Thadale
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Calm to light variable air. Barometer steady. Bright moonlight.

L. M. Warner
Ensign U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex *Third* Rate,
At anchor off the Harbor of Kingston, Jamaica.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prep. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 6. at 6.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																		
1				North	Calm.		0			30.12	82	78	77		b.c.m.	cum.	7	
2				N. N. W.	Variable		0-1			30.12	82	78	77		"	"	6	
3				"	"		0-1			30.11	81	77	76		"	"	5	
4				North	North		2			30.10	81	76	76		b.c.m. p.	cum. mist.	4	
5				"	"		1-2			30.10	81	76	76		b.c.m.	"	4	
6				N. E.	N. E.		1-0			30.12	80	76	76		"	"	4	
7				North	"		1-0			30.14	80	81	80		"	"	5	
8				"	North		1			30.15	81	85	82		"	"	6	
9				West	S. S. E.		0-1			30.15	82	86	82		"	"	6	
10				S. by W.	"		0-1			30.16	83	86	82		"	"	5	
11				E. S. E.	E. S. E.		1-5			30.15	82	81	79		b.c.g.	"	5	
Noon.				E. by S.	"		2-4			30.14	82	82	78		"	cum. mist.	3	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

550 gallons.

Water

during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

550

Coal consumed during the preceding 24 hours,

tons,

lbs.

Coal remaining on hand at noon,

140 " 1960 "

P. M.																		
1				S. E. by E	S. E. by E		3			30.11	83	84	82		b.c.g.	cum. mist.	5	
2				"	"		3-4			30.07	84	84	82		"	"	6	
3				"	"		3-5			30.05	84	85	83		"	"	6	
4				"	"		3-5			30.04	84	84	82		"	"	5	
5				"	"		3-5			30.04	84	83	83		"	"	4	
6				"	"		3-5			30.04	84	83	82		b.c.m. g.	"	5	
7				East	"		3-5			30.08	84	82	81		"	"	6	
8				E. N. E.	"		3-4			30.11	84	82	81		b.c.m.	cum. mist.	7	
9				N. N. E.	Variable		1-2			30.11	81	82	81		"	"	7	
10				N. N. W.	"		0-1			30.13	84	82	81		"	"	8	
11				"	Calm		0			30.13	84	82	81		"	"	8	
Mid.				N. by E	"		0			30.13	82	82	81		"	"	8	

under the command of

Commander E. T. Strong
Wednesday, April 14th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant first part of watch, fair with passing showers latter part. Calm and light variable breeze first part. Light breeze from North latter part. Barometer falling slowly.

J. N. Jordan,
Lieutenant U. S. N.

From 4 to 8 A.M.

Fair, pleasant to warm. Calm and light air from North to NE. Received in Supply and Account for issue to crew 112 lbs. bread, 140 lbs. beef, 140 lbs. vegetables, fresh pineapples. A Norwegian steamer came in port. At 5:30 loaded sail to day.

R. D. Fiske
Lieutenant U. S. N.

From 8 A.M. to Noon.

Cloudy and warm. Rain squalls passing on either side. Calm to stiff breeze in squalls. Barometer falling after first hour. Had quarters at 9:45 and exercised Division as follows: 1st Division, infantry; 2nd Division, great guns; 3rd Division, pistols; 4th Division, signals; After Ponder Division: gunnery. At 10:30 called all hands and fired sail. P. Hancock (C. C. N.) reported the expiration of his enlistment.

L. M. Hamee
Ensign U. S. N.

From Noon to 4 P.M.

Fair and pleasant. Gentle to stiff breeze from SE by E. Barometer falling. By order Commanding Officer released from confinement and returned to duty C. B. Granting (C. C. N.) expiration of confinement. Discharged from this ship and Naval Prison, with honorable discharge by reason of expiration of term of enlistment, P. Hancock (C. C. N.)

J. N. Jordan,
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair and pleasant. Gentle to stiff breeze from SE by E. Barometer rising. Atlas Line steamer went to sea. Sent liberty party on shore.

L. M. Hamee
Ensign U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant, bright moonlight. Calm and light variable air. Barometer steady.

J. N. Jordan,
Lieutenant U. S. N.

Examined and found to be correct.

John H. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex
At anchor off the Harbor of Kingston, Jamaica.

Third

Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.					TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Clear Bury, in fathoms.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.							
A. M.																					
1				N. N. E.	Variable		0-1			30.13	82	80	79					b. m.	none	10	
2				"	"		0-1			30.12	82	78	77					"	"	10	
3				"	N. N. W.		2			30.10	82	78	77					"	"	10	
4				North	North		1-2			30.10	83	77	77					b. c. m.	stat	9	
5				N. by W.	"		1-2			30.10	83	76	76					"	"	6	
6				N. N. E.	N. N. E.		2			30.12	83	77	76					"	cum stat	6	
7				North	"		1-2			30.15	83	78	77					"	"	6	
8				N. N. E.	"		0-1			30.15	83	81	80					"	"	6	
9				West	"		0-1			30.17	82	84	82					"	"	7	
10				S. E.	S. S. E.		2-4			30.17	83	85	84					"	"	6	
11				S. E. by S.	"		4			30.15	84	86	84					"	"	7	
Noon.				S. E. by E.	"		4-5			30.13	84	86	84					"	"	6	

Position at 8 A. M. { Latitude by
Longitude by

{ Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

550 gallons.

Water received during the preceding 24 hours,

3000 "

Water remaining on hand fit for use at noon,

3000 "

Coal consumed during the preceding 24 hours,

tons, 800 lbs.

Coal remaining on hand at noon,

140 " 1160 "

P. M.																					
1				S. E.	S. E.		4-5			30.12	84	86	84					b. c. m. g.	cu. cum.	5	
2				"	"		4-5			30.09	84	85	81					"	"	5	
3				"	"		4-5			30.06	84	84	79					"	"	5	
4				"	"		4-5			30.06	84	84	79					"	"	5	
5				"	"		4-5			30.06	83	84	79					"	"	6	
6				S. E. by E.	"		4-5			30.06	84	83	79					"	"	6	
7				S. S. E.	"		3-4			30.08	84	82	78					"	"	6	
8				"	"		2-3			30.10	84	82	78					b. c. m.	cu. cum.	7	
9				"	"		2-3			30.10	84	82	78					"	"	8	
10				N. E.	"		2			30.11	84	81	79					"	"	6	
11				N. N. E.	Balm		0			30.13	84	81	79					"	"	6	
Mid.				North.	"		0			30.13	84	81	79					"	"	9	

under the command of

Commander E. T. Strong
Thursday, April 15th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant, hazy. Calm to light breeze from N. N. W.
and North. Barometer falling.

J. B. Aubrey,
Lieutenant U. S. N.

From 4 to 8 A.M.

Hazy and pleasant to warm. Light N. by and N. N. E. breeze and calm.
Barometer rising. Carried morning order. Liberty party returned. Received in Dept.
Supplies and Accounts fresh provisions as follows: Meat 112 lbs. beef 140 lbs. vegetables
140 lbs.

J. M. Hancock
Ensign U. S. N.

From 8 A.M. to Noon

Fair and pleasant. Calm and light air from N. N. E. shifting to S. E.
and increasing to a stiff breeze. Barometer steady then falling. At 10.15 mustered at quarantine
and afterwards carried Porter Disease, measles: 1st and 2nd Division, small arms. 3rd
Division advance instruction. At 9.20 water boat came alongside. Received in Dept. of
Supplies and Accounts 3000 gallons fresh water. By order of Commanding Officer released
from confinement A. R. Jones, A. S. C. expiration of confinement.

J. R. Jordan
Lieutenant U. S. N.

From Noon to 4 P.M.

Fair and pleasant. Squally. Moderate to stiff breeze from S. E. Barometer
falling. Carried signal class. Exhibited for general service P. M. M. C. S. N.

J. B. Aubrey
Lieutenant U. S. N.

From 4 to 8 P.M.

Pleasant and hazy. Light to stiff breeze from S. E. Barometer steady
then rising. Carried in steam launch. Received in Dept. of Supplies and Accounts 140 lbs.
vegetables.

J. R. Jordan
Lieutenant U. S. N.

From 8 P.M. to Midnight

Clear and pleasant, bright moonlight, hazy. Light to gentle breeze from
S. E. first half, calm last half. Barometer rising.

J. B. Aubrey
Lieutenant U. S. N.

Examined and found to be correct.

J. W. Stuart
Lieutenant U. S. N.

Navigator.

Data missing
Technical Error

under the command of

Commander E. T. Strong
Friday, April 16th

, U. S. Navy,
, 18 97.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear. Light variable air and calm.

M. Hulme
Lieutenant U.S.N.

From 4 to 8 A.M.

Pleasant, warm and hazy. Calm and light variable air.

Barometer rising then steady. Received in Dep. of Supplies and Accounts 112 lbs. bread and 140 lbs. meat.

J. N. Jordan,
Lieutenant U.S.N.

From 8 A.M. to Noon.

Cloudy to fair, hazy, equally with light rain, second hour. Calm to stiff breeze from Sd and Ed. Barometer rose all first then falling. At 9.30 mustered and inspected all quarters. At 9.40.45, sounded call to General Quarters: Division reported ready as follows: After Order 9.41.15. Forward Order 9.41.45: 2nd, 9.42.45: 1st 9.42.50: 3rd, 9.43.00. By order of Commanding Officer, confined E. J. Patterson (A.3c.) for 3 days in solitary confinement on bread and water: offense, disrespect to a Petty Officer.

J. B. Luby,
Lieutenant U.S.N.

From Noon to 4 P.M.

Generally fair. Passing rain squalls and mist over land. Gentle to strong fresh breeze from SE. in squalls. Boys deficient in signals, studying on quarter deck.

M. Hulme
Lieutenant U.S.N.

From 4 to 8 P.M.

Fair and hazy, equally, light passing showers third hour. Gentle to moderate breeze from SE. Barometer rising. Told liberty party on shore.

J. B. Luby,
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Generally clear. Gentle to fresh breeze from SE.

M. Hulme
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third* Rate,
At anchor off the Harbor of Kingston, Jamaica.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water Surface.				
A. M.									<i>a</i>								
1				E. S. E.	S. E.	4-5			30.10	83	80	77		b.c. m. g.	cum. atch	7	
2				"	"	3-4			30.08	82	80	77		"	"	6	
3				"	"	3-4			30.08	82	80	77		"	"	5	
4				S. E. by E.	"	3-4			30.06	82	80	77		b.c. m.	cum. atch	4	
5				N. E.	"	2-3			30.08	82	80	77		"	"	4	
6				S. E.	"	3			30.09	83	81	76		"	"	4	
7				E. S. E.	"	3			30.11	83	82	77		"	cum. atch	4	
8				"	"	3			30.12	83	84	77		"	"	4	
9				S. E. by E.	"	3			30.13	84	84	79		"	"	5	
10				S. E.	"	4			30.13	84	84	79		"	"	5	
11				"	"	4			30.12	84	85	80		"	"	5	
Noon.				"	"	3-4			30.10	84	84	80		"	"	5	

Position at 8 A. M. { Latitude by
 Longitude by

{ Latitude by observation
 Longitude by observation
 Position at noon: { Latitude by D. R.
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
 Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

1900 "

Coal consumed during the preceding 24 hours,

tons, 800 lbs.

Coal remaining on hand at noon,

140 " 360 "

P. M.																	
1				S. E. by E.	S. E.	3-5			30.08	84	85	80		b.c. m. g.	cum.	6	
2				"	"	3-5			30.07	82	87	80		"	"	6	
3				"	"	3-5			30.04	84	87	80		"	"	5	
4				"	"	3-5			30.04	84	86	80		"	"	6	
5				"	"	3-5			30.05	84	86	80		"	"	6	
6				"	"	3-4			30.05	84	85	80		"	"	6	
7				"	S. E. by E.	3-4			30.05	84	84	80		"	dis. cum.	6	
8				E. S. E.	"	3-4			30.08	84	82	78		"	cum. atch	6	
9				"	"	3			30.12	84	82	78		b.c. m.	"	7	
10				S. E. by E.	"	2			30.15	84	82	78		"	"	6	
11				"	"	2-3			30.15	84	82	78		"	"	6	
Mid.				E. by S.	E. S. E.	3			30.15	84	82	78		"	"	5	

under the command of

Commander E. T. Strong
Saturday, April 17th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

in squalls. Moonlight.

Fair to cloudy and hazy. Stiff to gentle S.E. breeze.

R.D. Fiske
Lieutenant U.S.N.

From 4 to 8 A.M.

Fair and pleasant, hazy. Light to gentle breeze from S.E. Barometer rising. Carried out morning orders. L.H. party returned. Received in Dept of Supplies and Accounts 112 lbs. bread and 140 lbs. each of beef and vegetables.

J.B. Luby,
Lieutenant U.S.N.

From 8 A.M. to Noon.

Fair and warm, hazy. Gentle to moderate S.E. breeze. Blowing up ship. Sent out monthly money to boys. Boys scrubbed blankets came on board. Sailing launch returned with load of salad.

M. Hulme
Lieutenant U.S.N.

From Noon to 4 P.M.

Fair but hazy. Gentle to stiff breeze in squalls from S.E. United sailing launch.

R.D. Fiske
Lieutenant U.S.N.

From 4 to 8 P.M.

Fair to clear. Gentle to strong S.E. to S. by E. breeze. Received for use of crew 280 lbs. fresh vegetables.

M. Hulme
Lieutenant U.S.N.

From 8 P.M. to Midnight

Fair but hazy. Gentle breeze from S.E. by E. and E. S.E. Moonlight.

R.D. Fiske
Lieutenant U.S.N.

Examined and found to be correct.

John H. Stewart
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third* Rate,
At anchor off the Harbor of Kingston, Jamaica.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 4.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.																	
1				E. N. E.	E. S. E.	2				30.12	84	80	76	b. c.	cum.	6	
2				N. E.	Variable	0-1				30.11	84	79	76	"	"	4	
3				E. S. E.	E. S. E.	3				30.10	83	79	76	"	"	4	
4				"	"	2-3				30.09	83	80	77	"	"	4	
5				"	"	1				30.09	83	80	77	b. c. m.	cum. str.	5	
6				"	"	1				30.15	83	81	77	"	"	3	
7				"	"	2				30.18	83	84	78	"	cum. nim.	4	
8				"	"	2-3				30.18	83	85	79	"	"	3	
9				"	"	3				30.19	84	86	81	"	"	4	
10				S. E. by E.	"	3				30.20	84	86	82	"	"	4	
11				"	"	3				30.19	84	86	82	"	"	3	
Noon.				S. E.	S. E.	4				30.17	84	86	81	"	"	2	

Position at 8 A. M. { Latitude by
Longitude by

{ Latitude by observation
Longitude by observation

Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1400

Coal consumed during the preceding 24 hours,

tons, 800 lbs.

Coal remaining on hand at noon,

139 " 1800 "

P. M.																		
1				S. E. by E.	S. E.	4			30.14	84	86	81			b. c. m.	cir. cum.	3	
2				S. E.	"	4			30.12	84	86	81			"	"	3	
3				"	"	5			30.10	84	84	80			"	"	3	
4				"	"	5			30.10	84	84	80			"	"	3	
5				"	"	5			30.10	84	84	80			"	"	3	
6				S. E. by E.	"	4-5			30.12	84	83	80			"	"	4	
7				"	"	4			30.12	84	83	80			"	"	4	
8				"	"	3-4			30.14	84	83	80			b. c. l. m.	"	5	
9				E. S. E.	"	3			30.16	84	83	80			"	"	6	
10				"	Variable	0-1			30.18	84	82	80			"	"	4	
11				"	S. E.	1			30.21	84	82	79			"	"	4	
Mid.				"	"	1			30.20	84	81	79			b. c. m.	"	5	

under the command of

Commander E. J. Strong
Sunday April 18th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Gentle breeze from E. S.E. to calm.
Barometer falling. Moonlight.

I. M. named
Ensign U. S. N.

From 4 to 8 A.M.

Cloudy and misty. Light air to gentle breeze from E. S.E. Received
for use of crew 112 lbs fresh bread and 140 lbs fresh beef.

M. M. named
Lieutenant U. S. N.

From 8 A.M. to Noon.

Cloudy. Gentle to moderate breeze from E. S.E. to S.E. At 9.30 had quarters
and Commanding Officer inspected ship and crew. The Commanding Officer read a Divine Service.

R. D. named
Lieutenant U. S. N.

From Noon to 4 P.M.

Bazy and pleasant. Moderate to stiff breeze from S.E. Barometer falling
slowly. Full liberty party on shore.

I. M. named
Ensign U. S. N.

From 4 to 8 P.M.

Cloudy. Stiff to gentle breeze from S.E. Moonlight.

R. D. named
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Bazy and pleasant. Gentle breeze from S.E. to light variable air
and calm, Moonlight.

I. M. named
Ensign U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third* Rate,
At anchor off the Harbor of Kingston Jamaica.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 54.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1				E. by S.	Variable	1-0			30.20	84	81	79		b.c.m.	circum.		5	
2				"	"	1-0			30.20	84	81	79		"	"		5	
3				"	"	1-0			30.20	84	81	79		"	"		5	
4				N. N. E.	"	1-0			30.18	83	78	96		"	"		5	
5				N. by E.	"	1-0			30.18	82	78	78		"	"		4	
6				"	E. N. E.	1			30.18	82	78	78		"	"		4	
7				E. N. E.	"	2			30.19	82	81	78		"	"		3	
8				"	"	2			30.19	82	81	78		"	"		3	
9				S. E.	S. E.	2			30.21	83	86	80		"	"		4	
10				"	"	3-4			30.20	83	85	80		"	"		5	
11				"	"	4			30.19	83	85	80		"	"		5	
Noon.				"	"	4-5			30.19	84	85	80		"	"		5	

Position at 8 A. M. { Latitude by

{ Longitude by

{ Latitude by observation

{ Longitude by observation

Position at noon: { Latitude by D. R.

{ Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by

{ Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

800 "

Coal consumed during the preceding 24 hours,

tons, lbs.

Coal remaining on hand at noon,

139 " 1800 "

P. M.																		
1				S. E.	S. E.	4			30.17	84	87	82			b.c.m.	circum.	5	
2				"	"	4			30.16	84	87	82			"	"	5	
3				"	"	4			30.14	84	87	82			"	circ. stat.	5	
4				"	"	4			30.13	84	86	82			"	"	6	
5				"	"	3			30.13	84	86	82			"	"	5	
6				S. E. by E.	"	3			30.13	84	84	80			"	"	5	
7				"	"	3			30.14	85	84	79			"	"	4	
8				"	"	3			30.16	85	82	79			"	"	5	
9				S. E.	"	3			30.19	85	82	79			"	"	5	
10				"	"	2			30.20	85	82	79			"	"	5	
11				S. E. by E.	"	2			30.20	85	82	79			"	"	5	
Mid.				"	"	2			30.20	84	82	79			"	circ. stat.	2	

under the command of

Commander E. T. Strong
Monday, April 19th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M. Pleasant and hazy, bright moonlight. Calm and light variable air. Barometer steady then falling.

J. S. Jordan
Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy. Calm, variable light air to light breeze from E. N.E. Received in Supplies and Accounts for issued to crew, 112 lbs. fresh bread, 140 lbs. fresh beef.

R. S. Fiske
Lieutenant U. S. N.

From 8 A.M. to Merid.

Hazy, light to stiff breeze in squalls from E.E. Barometer falling slowly. Had quarters at 9.30 and exercised Divisions as follows: 1st Division, gunnery band boat drill; 2nd Division, boats and signals; 3rd Division, small arms; Powder Division, infantry. Had company drill 2nd period. Released from confinement by order of Commanding Officer Patterson, E. J. (A.S.C.), his period of confinement having expired.

L. M. named
Ensign U. S. N.

From Merid. to 4 P.M.

Pleasant, warm and hazy. Moderate breeze from E.E. Barometer falling. Examined boats under sail.

J. S. Jordan
Lieutenant U. S. N.

From 4 to 8 P.M.

Hazy and pleasant. Gentle breeze from E.E. Barometer rising slowly. Examined apparatus at setting up.

L. M. named
Ensign U. S. N.

From 8 P.M. to Merid.

Pleasant and hazy. Light to gentle breeze from E.E. Barometer rising then steady.

J. S. Jordan
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship *Essex* Third Rate,

At anchor off the Harbor of Kingston, Jamaica

Hour.	Kites.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 4 ft.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1				N by E.	Variable	0-1			30.18	84	80	78		b.c.m.	cum. med.		3	
2				"	"	0-1			30.18	84	80	78		"	"		2	
3				North	North	0-1			30.18	84	80	78		"	"		2	
4				"	"	0-1			30.18	84	80	78		"	"		3	
5				"	"	0-1			30.18	84	80	78		"	"		3	
6				"	"	0-1			30.18	83	79	76		"	"		2	
7				"	Variable	0-1			30.20	83	79	76		"	"		2	
8				N N E.	"	0-1			30.20	82	81	78		"	cir. cumulat.		2	
9				SE.	"	0-1			30.22	82	85	80		"	"		3	
10				SE by E.	"	0-1			30.22	84	87	83		"	"		5	
11				SE by E.	SE by E.	2			30.21	84	86	82		"	"		4	
Noon.				E by E.	E. SE.	3			30.21	84	85	82		"	cum. cumulat.		2	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

500 gallons.

300 "

tons, lbs.

139 " 1800 "

P. M.																	
1	E. by S.	E. S. E.	3	30.21	84	85	82	b.c.m.	at cumulat	3							
2	S E by E.	"	2	30.17	85	83	80	"	"	4							
3	"	"	2	30.15	84	83	80	"	"	2							
4	"	"	2-3	30.14	83	84	80	"	"	2							
5	"	"	2	30.14	83	84	80	"	"	2							
6	SE	SE.	1-2	30.14	83	84	80	"	"	3							
7	"	"	1-2	30.17	83	84	80	b.c.m.	"	2							
8	N. by E.	Variable	0-1	30.19	84	79	79	a.c.m.e.,	at cumulat	0							
9	N. N. E.	"	0-1	30.19	82	78	77	b.c.m.	"	3							
10	North	"	0-1	30.19	82	78	77	"	"	2							
11	"	"	0-1	30.19	82	77	76	"	"	4							
Mid.	"	North	1	30.19	82	77	76	"	"	4							

under the command of

Commander E. T. Strong
Tuesday, April 20th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy but pleasant, hazy. Calm to light air, variable first half and from North last half. Barometer fell first hour then steady.

J. B. Luby,
Lieutenant U. S. N.

From 4 to 8 A.M.

Hazy and pleasant. Calm to light air, and variable air. Executed morning orders. Received in Dept. Supplies 1 and Accounts fresh provisions as follows: 140 lbs. beef, 140 lbs. vegetables, 112 lbs. bread.

L. M. Hanson
Ensign U. S. N.

From 8 A.M. to Noon.

Pleasant and hazy, showers on the land battle part of watch. Calm and light variable air first part of watch. Light to gentle breeze from S.E. by E. to E. S.E. latter part. Barometer falling very slowly. At 9.30 mustered at quarters and afterwards exercised. Paraded and 2nd Division, Gunnery instruction: 1st Division single sticks; 3rd Division grist gun. Put watch 1st Division at signals. Exercised all Divisions 2nd period at Arm and Calvary for cutting out. Turret sail at 9.05. Two steamers came in and landed alongside of Locke.

J. W. Jordan,
Lieutenant U. S. N.

From Noon to 4 P.M.

Cloudy and warm, hazy. Light to gentle breeze from E. S.E. Barometer falling. Instructed signal class. Received for drinking purpose 2900 gallons fresh water. By order of the Commanding Officer complied J. D. Cunningham (A.3.C.) for 30 days solitary confinement on bread and water full ration every fifth day, in accordance with sentence of summary court martial.

J. B. Luby,
Lieutenant U. S. N.

From 4 to 8 P.M.

Cloudy, raining last hour of watch. Calm and light variable air and light to gentle breeze from S.E. to E. S.E. Barometer steady then rising. Secured boats for use and made preparations for getting underway.

J. W. Jordan,
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Cloudy and misty, pleasant. Calm to light variable air first three hours, light air from North last hour. Barometer steady. Moon rose about 10.50.

J. B. Luby,
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex. *Third* Rate,
At anchor off Kingston, Jamaica, and making passage to Key West, Florida.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop of Clear Sky, at 1000.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 5 ft.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.						
A. M.																				
1				N. by E.	Variable		1			30.19	85	76	76				b.c.m.	cir.		4
2				North	"		1			30.16	82	76	76				"	"		2
3				"	"		1			30.14	83	76	76				"	"		4
4				"	"		1			30.13	80	77	76				o.c.m.	cum.		0
5				"	"		1			30.14	80	77	76				b.c.m.	strat. cum.		3
6				"	"		1			30.15	82	77	76				"	"		3
7				"	"		1			30.17	82	77	76				"	"		3
8				"	"		1			30.17	82	77	76				"	"		3
9				Various	"		1			30.19	82	80	78				"	cum		2
10			0.6	fly N.	Variable		0-1			30.20	82	84	80				"	"		1
11	7	1	7.2		E. S. E.		1			30.18	82	86	82				"	"		1
Noon.	6	9	14.2	S. S. W. 1/4 N.	"		3			30.18	82	84	81				"	"		1

14' 1' Autocum log.

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation Bearings
Longitude by observation "
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by S. R.
Longitude by Chronometer from P. M. Observations

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water received during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.	2	0	16.2	S. S. W. 1/4 N.																
1	4	8	21.0	S. S. W. 1/4 S.	East	3				30.16	81	84	81	83	b.c.	cum. strat.	2	S.		
2	3	6	24.6	West	E. by N.	3				30.13	81	83	80	83	"	"	2	"		
3	0	4	25.0	"	E. S. E.	3				30.12	81	83	80	83	"	"	2	"		
4	2	2	29.2	"	"	3				30.11	82	83	81	83	"	"	2	"		
5	3	0	32.2	"	"	3				30.13	82	82	80	83	"	"	2	"		
6	2	3	34.5	S. S. W. 1/4 N.	"	2-3				30.13	82	82	80	83	"	mun.	2	"		
7	5	1	42.7	"	"	3				30.13	82	81	80	83	"	"	2	"		
8	6	0	48.7	"	"	4				30.14	82	80	79	83	"	"	4	"		
9	5	3	54.0	"	E. by S.	4				30.16	82	81	81	83	"	"	4	"		
10	4	8	58.8	"	E. S. E.	4				30.16	82	80	80	83	b.c.d.	"	5	"		
11	3	4	62.2	"	E. S. E.	3				30.16	82	80	80	83	b.c.	"	5	"		
Mid.	3	2	65.4	"	E. S. E.	3				30.15	82	80	80	83	"	"	6	"		

51 4

under the command of

Commander E. J. Strong
Wednesday April 2nd

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 P.M.

from the North.

Cloudy to overcast last hour. Variable and light air

W. H. Hulme,
Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy and misty, raining over the land. Light air from North. Barometer rising. At 4.00 started fire under boiler B. C. and D. Pumped starboard gangway.

J. M. Jordan,
Lieutenant U. S. N.

From 8 A.M. to Noon.

Cloudy and warm, hazy. Calm to light variable air first half. Light air to gentle breeze from E. N.E. last half. Barometer rose all first then fell. At 8, called all hands up anchor, got underway at 8.30 and stood out of Kingston Harbor under steam alone, Commanding Officer commanding the ship. Steered course course until 10 when took departure from outer red and white buoy. Set course S by E (per Standard Compass) and put over patent log reading 0.0. At 11.10 changed course to S. P. N. E. patent log reading 8.1. At 11.45 called all hands and made sail to royals except mainsail. Revolutions 42. Steam pressure 57 lbs. Draft of ship 14' forward 16 feet 9" aft. At 9.30 mustered and inspected at quarters, drilled 1st Division pistol and angles sticks: 2nd Division signals and great guns: 3rd Division gunnery: Powder, angle sticks. Inspected apprentices clothing, second period. By order of the Commanding Officer released A. K. Hansen A. S. C. from sick leave and made him a prisoner at large.

J. B. Lamb,
Lieutenant U. S. N.

From Noon to 4 P.M.

Cloudy. Gentle breeze from the East to E. N.E. At 12.15 changed course to S. P. N. E. patent log 16.2, and at 1.52 to West, patent log 24.6. At 12.50 hove to and uncoupled screw. Allowing fire to die out and pumping bilges with steam pump. At 1.30 took in main topgallant sail and royal and shifted topgallant sail. At 2.30 set main topgallant sail and royal. At 2.00 took in main topsail and spanker and hauled down for topmast staysail. By order of Commanding Officer J. J. Moore App 3 cl, was placed in solitary confinement on bread and water for three days, for sullen and unobedient conduct.

W. H. Hulme,
Lieutenant U. S. N.

From 4 to 8 P.M.

Cloudy. Light to moderate breeze from East to E. N.E. On course West until 4.55 when changed to S. P. N. E. (per) by order of Commanding Officer patent log reading 34.5 At 5.10 carried clew at reefing topsails and foreail, apprentices passing the cables, and furling light sails: making sail again to royals at 5.30. At 4.15 set lee clew of mainsail: at 6, hauled down flying jib. Sailed for Jamaica in sight on starboard beam.

R. D. Schale,
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Cloudy. Moderate to gentle breeze from E. by S. to E. N.E. On course West at 8.15. No change in sail. Moon rose at 11.15. Land in sight on starboard beam, last hour of watch.

Examined and found to be correct.

L. M. Warner,
Ensign U. S. N.

John H. Stewart,
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex *Third* *Rate,*
Making passage from Kingston, Jamaica to Key West, Florida.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Dir. of Cur. Skt. in miles.	State of the Sea.
					Direction by Standard Compass.	Wind.				Height in inches.	Ther. at d.	Air Dry Bulb.	Wet Bulb.	Water at Surface.						
A. M.	57.	4																		
1	2	5	67.0	N. N. W. 1/4 N.	N. E. by E.		2			30.12	82	80	80	83	b.c.	cumulated		7	0	
2	1	5	68.0	"	"		2			30.12	82	80	80	83	"	"		7	"	
3	1	5	68.8	"	N. N. E.		2			30.10	82	80	80	83	"	"		7	"	
4	2	0	70.0	"	N. by E.		2-3			30.10	82	80	80	83	"	"		6	"	
5	2	0	71.9	"	"		2			30.16	82	79	78	83	b.c.m.	"		6	"	
6	1	6		"	"		1-2			30.11	81	79	78	83	"	"		6	"	
7	1	8	72.4	"	"		2			30.13	82	80	76	83	"	"		8	"	
8	3	0	74.1	"	N. N. E.		3			30.14	81	80	76	82	"	"		8	"	
9	2	8	76.9	"	N. E.		3			30.15	81	81	76	82	"	"		7	"	
10	2	0	78.0	"	E. S. E.		2			30.16	82	81	76	82	"	"		8	"	
11	1	3	Healed in	"	"		1			30.14	82	82	79	82	"	cum.		8	"	
Noon.	1	0	"	"	"		1			30.13	82	80	81	82	"	"		7	"	

74 - 4 Distance by Log.

Position at 8 A. M. { Latitude by *D. R.*
Longitude by *Observation*

{ Latitude by observation
Longitude by observation

Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: *1/4* miles, set *South* true.

Position at 8 P. M. { Latitude by *D. R. from Noon*
Longitude by *Chronometer from P. M. Observation*

Variation of compass:

Error of compass observed at *8 A. M.* *Ship's head N. N. W. 1/4 N.*Deviation of compass on *N. N. W. 1/4 N.*

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

17° 35' " N.
78° 04' " N.
17° 41' " N.
78° 12' " N.
17° 47' " N.
78° 11' " N.
N. 1/4 S.

70 miles.
74.4 miles.

17° 46' " N.
78° 23' " N.
3° 30' E.
1° 00' N.
4° 30' N.
600 gallons.
2100 "
tons, *1440* lbs.
136 " *840* "

P. M.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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under the command of

Commander E. J. Strong
Thursday, April 22nd

, U. S. Navy,

, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Light to gentle breeze from N.E. by E. to N. by E. Barometer falling slowly. Steering to come N. N.W. $\frac{1}{4}$ N. under square sail to royals, except weather clew of main sail and jib. At 12.30 set weather clew of main sail and fore and aft sail except main topsail. At 12.30 unreepled shaft aft and crept up forward.

J. R. Jordan,
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant, hazy over the land. Light air to gentle breeze from S. by E and N.E. Barometer rising. Smooth sea. Steering come N. N.W. $\frac{1}{4}$ N. under all plain sail. Jamaica in sight on starboard beam and quarter framed on morning orders.

J. S. Luby,
Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear and very warm. Light air from N.E. to E. S.E. At 9.30 mustered at quarter and exercised divisions as follows: Powder and shot gun instruction: Friend, great guns: Third target firing and signals. At 10.45 and 11.00. At 9.30 squared away and hauled up starboard clew of main sail. At 10, braced up spanker. At 11, hauled up fore clew of main sail and at starboard clew.

W. H. Ashburn,
Lieutenant U. S. N.

From Merid. to 4 P.M.

Clear to fair and warm. Light and gentle breeze from E. S.E. to S. S.W. On come N. N.W. $\frac{1}{4}$ N. (p.) Bent the main and mizzen topmast staysails and gaff topsail, setting them and spanker at 2 and 2.30. Set weather clew of main sail at 1. Part of starboard watch Apprentices had signal instruction Jamaica Island in sight on starboard beam.

R. D. Sisale,
Lieutenant U. S. N.

From 4 to 8 P.M.

Cloudy with rain squalls around horizon. Light breeze to light air from S. by N. to N. by E. At 5.45 took in mizzen topmast staysail gaff topsail and spanker. At 7.00 deck hauled down main topmast staysail and hauled up starboard clew of main sail. On come N. N.W. $\frac{1}{4}$ N. and off come without stevedore. At 7.40 braced ~~ships~~ up on starboard tack and set spanker and weather clew of main sail. Lightning to N. and E. and E.

(Name)
Ensign U. S. N.

From 8 P.M. to Mid.

Fair first part clear latter part of watch. Light to gentle breeze from N. N.W. to N. by E. Barometer rising then falling. Steering by the wind on starboard tack, then a come N. N.W. $\frac{1}{4}$ N. under same sail as previously watch. At 10.00 set main and mizzen topmast staysails.

J. R. Jordan,
Lieutenant U. S. N.

Examined and found to be correct.

John L. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex *Third* Rate,
Making passage from Kingston, Jamaica to Key West, Florida.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Wind.				Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.						
A. M.	21	4																		
1	3	5	81.7	On N. 1/4 E.	N. N. E.		3		1/2	30.10	82	80	78	82	b.c. m. w.	cir.		7	9	
2	3	4	85.1	"	N. E. by N.		4			30.09	82	80	76	82	"	"		6	"	
3	4	6	89.7	"	"		4			30.09	82	80	76	82	"	cir. cum.		7	"	
4	4	9	94.6	"	"		4			30.09	82	80	76	82	"	"		7	"	
5	4	7	99.3	"	"		4			30.10	82	80	77	82	b.c.	accumulat.		7	"	
6	3	9	3.2	"	"		3			30.12	82	80	77	82	"	"		6	"	
7	3	3	6.5	"	"		3			30.14	82	81	77	82	"	"		7	"	
8	3	7	10.2	"	"		3			30.15	82	81	77	81	"	"		7	"	
9	3	3	13.5	"	"		3			30.16	81	81	77	81	"	"		7	"	
10	3	3	16.8	"	"		3			30.16	82	82	78	81	"	"		7	"	
11	2	7	19.5	"	"		3			30.16	83	82	78	82	"	"		7	"	
Noon.	2	0	21.2	"	N. E. by E.		3			30.16	83	82	78	82	"	"		7	"	

6.4 - Distance by day.

Position at 8 A. M. { Latitude by D. R.
 Longitude by Observation
 Position at noon: { Latitude by observation
 Longitude by observation
 Latitude by D. R.
 Longitude by D. R.

18° 00' " N.
 78° 50' " W.
 17° 54' " N.
 79° 02' " W.
 17° 58' " N.
 79° 18' " W.

Course made good since preceding noon:

Distance made good since preceding noon:

51 miles.

Distance by Log since preceding noon:

64.7 miles.

Current per hour: 2/3 miles, set E 1/2 S. true.

Position at 8 P. M. { Latitude by D. R. from noon
 Longitude by Chronometer from P. M. Observations

18° 07' " N.
 79° 32' " W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water during the preceding 24 hours,

1500 "

Water remaining on hand fit for use at noon,

tons, — lbs.

Coal consumed during the preceding 24 hours,

136 " 40 "

Coal remaining on hand at noon,

P. M.	1	0		N. N. W. 1/4 N.	E. N. E.	3				30.15	82	82	78	82	b.c.	cum.	6	9
1	1	5		N. N. by W. 1/4 N.	N. N. E.	3			1/2	30.13	82	82	78	82	b.c. g.	accumulat.	4	"
2	3	0	21.2	"	"	4				30.11	80	81	78	82	b.c. p.	"	5	"
3	3	1	24.3	N. N. by W. 1/4 N.	"	4			1/2	30.12	80	80	77	82	b.c.	"	4	"
4	5	8	30.1	"	E. N. E.	4.6				30.13	80	76	77	82	b.c. p. g.	"	3	"
5	6	1	36.2	"	"	3.5				30.13	81	77	77	82	"	"	3	"
6	3	2	39.4	"	N. E. by N.	5				30.14	81	79	77	82	b.c. d.	"	4	"
7	5	6	45.0	"	N. N. E.	5				30.15	81	79	77	82	b.c. w.	"	7	"
8	6	0	57.0	"	"	5				30.16	81	79	77	82	b.c.	"	5	"
9	6	0	57.0	"	"	5				30.16	81	79	77	82	"	"	7	"
10	6	5	63.5	"	"	5				30.15	81	79	77	82	"	"	7	"
11	6	5	70.0	"	"	5				30.15	82	79	77	82	"	"	7	"
Mid.	6	5	76.5	"	"	5									"	"	8	"

Commander E. T. Strong
Friday, April 23rd

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant, hazy with heavy dew. Gentle to moderate breeze from N. N.E. and N.E. by S. Barometer falling at first then steady. Smooth sea. Drums were about 12.15. Steering course $N\ 40^{\circ}\ W\ \frac{1}{2}\ N$. under all sail except main topsail and gaff topsail.

E. Luby,
Lieutenant R. S. N.

From 4 to 8 A.M.

Clear. Moderate to gentle N.E. by S breeze. Jamaica in sight off weather quarter at daylight. At 7.15 hauled down main topmast staysail. Executed morning evolutions.

M. H. Hume,
Lieutenant R. S. N.

From 8 A.M. to Noon.

Clear. Gentle breeze from N.E. by N. to N.E. by E. On course $N\ 40^{\circ}\ W\ \frac{1}{2}\ N$ (pc). Let the gaff topsail at 10.30: took in spanker and gaff topsail at 12. At 9.30 had quarters for inspection. At 10.35.20 proceeded to General Quarters, the divisions reporting as follows: After Powder in 1 min.: Forward Powder in 1 min.: 18 sec.: Third in 1 min.: 45 sec.: Tish 2 min.: 10 sec.: and Forward 2 min.: 35 sec.: Ground at 10.17 after exercise. Exercised at Gun Quarters from 10.22 to 10.28. Fought a barque on lee beam at 8, hull down standing to Old Jamaica barely in sight on starboard quarter at end of watch. Hauled in spate log at 12, reading 21.2.

R. D. Fishale,
Lieutenant R. S. N.

From Noon to 4 P.M.

Cloudy with passing rain squalls. Gentle to moderate breeze from E. N.E. to N. N.E. Barometer unsettled. At beginning of watch on course $N\ 40^{\circ}\ W\ \frac{1}{2}\ N$. At 12.25 by order of Commanding Officer changed course to $N\ 40^{\circ}\ W\ \frac{1}{2}\ N$. At 1.30 set main topmast staysail. At 2.10 set spanker and at 2.20 took in royals, flying jib and main topmast staysail. Let them again at 2.50. By the wind on starboard tack took down of watch.

No name,
Ensign R. S. N.

From 4 to 8 P.M.

Cloudy, passing rain squalls first part of watch, clearing latter part. Gentle to stiff breeze with stiff to fresh squalls from E. N.E. to N. N.E. Barometer rising. Steering a course $N\ 40^{\circ}\ W\ \frac{1}{2}\ N$, under all sail to royals except main topsail and gaff topsail: reduced sail to topsails and courses jib for topmast staysail and spanker to a shroud at 4.30: set topgallant sails and staysails after squall had passed: in setting for topgallant sail tore a hole across sail, took it in and repaired the sail setting again afterwards. Let and took in staysails several times to squalls. Hoisted up spanker.

J. A. Jordan,
Lieutenant R. S. N.

From 8 P.M. to Midnight.

Fair to clear and pleasant, bright starlight. Stiff breeze from N. N.E. Barometer rose slightly first hour, then fell slightly. Smooth sea. Steering course $N\ 40^{\circ}\ W\ \frac{1}{2}\ N$. under plain sail to topgallant sails, except spanker at first. At 8.30 set spanker and main topmast staysail.

Examined and found to be correct.

E. Luby,
Lieutenant R. S. N.
John W. Stewart,
Lieutenant R. S. N. Navigator

LOG of the UNITED STATES

Ship Essex *Third* *Rate,*
Making passage from Kingston, Jamaica to Key West, Florida.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches &c.	Ther. at 0.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	60	8																	
1	6	7	83.2	N. by N. 1/4 E.	N. N. E.		5			30.12	82	80	77	82	b.c.	cum.	7	M.	
2	6	6	89.5	"	"		5			30.11	82	80	77	82	"	"	6	"	
3	8	0	97.5	"	"		5-6			30.10	82	80	77	82	b.c.g.	"	6	"	
4	6	7	42	"	"		6			30.09	82	80	77	82	"	"	6	"	
5	7	5	11.7	"	N. E. by N.		6			30.13	82	79	76	82	b.c.	"	6	"	
6	7	0	18.7	"	"		6			30.13	82	79	77	82	"	"	5	"	
7	7	5	26.2	"	"		6			30.15	81	80	77	82	"	"	5	"	
8	6	8	33.0	"	"		6			30.17	81	81	77	82	"	"	6	"	
9	7	6	40.6	"	"		5			30.19	82	81	77	82	"	"	6	"	
10	6	4	47.0	"	N. E.		5			30.20	81	81	77	82	"	"	5	"	
11	6	8	53.8	"	"		5			30.19	82	82	77	82	"	"	6	"	
Noon.	5	8	59.6	"	"		4-5			30.18	82	82	77	82	"	cum. str.	6	"	

143 9 Distance by Log.

Position at 8 A. M. } Latitude by D. R.
 } Longitude by Observation 0
 } Latitude by observation
 } Longitude by observation
 Position at noon: } Latitude by D. R.
 } Longitude by D. R.

Course made good since preceding noon;

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: 1/4 miles, set S. by 1/4 N. true.

Position at 8 P. M. } Latitude by D. R. from noon
 } Longitude by Chronometer from P. M. Observation 0

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

18° 42' " N.
 80° 55' " W.
 18° 49' " N.
 80° 23' " W.
 18° 54' " N.
 81° 19' " W.
 S. by N. 1/4 N.

148 miles.
 143.9 miles.

19° 16' " N.
 82° 06' " W.

600 gallons.

900 "

tons, 800 lbs.

135 " 1480 "

P. M.	2	3	0	61.6	N. by N. 1/4 E.	N. E.	4	1/2	30.18	81	82	77	82	b.c.	cum. str.	6	M.
1	3	9	66.5	"	"	"	4	1/2	30.16	81	82	78	82	"	"	6	"
2	6	0	71.6	"	"	"	4	1/2	30.15	81	82	78	82	"	"	6	"
3	6	1	77.6	"	"	"	4	1/2	30.14	81	82	78	82	"	"	6	"
4	6	5	84.1	"	"	"	4	1/2	30.14	81	81	78	82	"	"	5	S.
5	6	1	90.2	"	"	"	4	1/2	30.14	81	80	77	82	"	"	6	"
6	6	1	96.3	"	"	"	4	1/2	30.15	81	80	77	82	b.c. w.	"	6	"
7	7	0	3.3	"	"	"	5	1/2	30.16	81	80	77	82	"	"	7	"
8	6	7	10.0	"	"	"	5	1/4	30.18	81	80	77	82	"	"	6	"
9	6	6	16.6	N. W.	"	"	5	1/4	30.19	81	80	77	82	"	"	5	"
10	6	2	22.8	"	N. E. by E.	"	4-5	1/4	30.19	81	80	77	82	"	"	6	"
11	5	7	28.5	"	"	"	4	1/4	30.19	81	80	77	82	"	"	6	"
Mid.	5	1	33.6	"	"	"	4	1/4	30.19	81	80	77	82	"	"	6	"

74.0

under the command of

Commander E. T. Strong
Saturday, April 24th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear to fair. Strong to fresh N.E. breeze. Ship under fore and main topsheet staysails and all plain sail to topgallant sails. At 2.30 hauled down main topsheet staysail.

W. H. Hulme
Lieutenant U. S. N.

From 4 to 8 A.M.

Fair. Fresh breezes from N.E. by N. On course N.W. by N $\frac{1}{4}$ N. At 6, set royals, main and mizzen topsheet staysails. Moderate to rough N.E. sea.

R. D. Fiske
Lieutenant U. S. N.

From 8 A.M. to Noon.

Fair and pleasant. Stiff breeze from N.E. by N. to N.E. On course N.W. by N $\frac{1}{4}$ N. under sail as at end of preceding watch. Moderate N.E. sea.

L. M. Hanson
Ensign U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Moderate breeze from N.E. Barometer falling. Steering a course N.W. by N $\frac{1}{4}$ N. under all sail except flying jib, main topsail and gaff topsail. By order Commanding Officer at 12.20 changed course to S.W. $\frac{1}{2}$ N. Let flying jib. By order of Commanding Officer hoisted from confinement and restored to duty J. J. Waters A. 3 cl. expiration of term of confinement. By same authority, confined O. F. Gilbert A. 3 cl., for one day, in solitary confinement, on bread and water; offense, using foul language towards another person in the Navy.

J. N. Jordan
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair to clear, heavy dew after sunset. Moderate to stiff breeze from N.E. Barometer rising. Smooth sea. Steaming course N.W. $\frac{1}{2}$ N. under all sail except main topsail and gaff topsail.

J. B. Ledy
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Fair. Strong to moderate N.E. to N.E. by E. breeze. At 8, changed course to N.W., portent log reading 10.

W. H. Hulme
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES *Ship Essex* *Third* Rate,
Making passage from Kingston, Jamaica to Key West, Florida.

Hour	Knots	Tenths	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at t'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	74	0																	
1	54	39.0		NW.	NE by E	4		1/4	30.19	81	80	77	82	b.c.	cumulated	6	N.		
2	52	44.2		"	"	4		1/4	30.17	81	79	77	82	"	"	7	"		
3	60	50.2		"	NE.	4-5		1/4	30.14	81	79	77	82	"	"	5	"		
4	58	56.0		"	"	4-5		1/4	30.14	81	79	77	82	"	"	5	"		
5	59	61.9		"	NE by E	4-5		1/4	30.16	80	79	77	82	"	"	5	"		
6	61	68.0		"	"	5		1/4	30.17	80	79	77	82	"	"	5	"		
7	63	74.3		"	"	5		1/4	30.19	80	80	77	82	"	cum.	6	"		
8	61	80.4		"	E. NE.	5		1/4	30.20	80	81	77	81	"	"	6	"		
9	65	86.9		"	N. NE.	5		1/2	30.23	80	81	77	81	"	cum. cum.	6	"		
10	54	92.3		"	"	4-5		1	30.23	80	78	77	81	"	"	4	"		
11	38	96.1		"	"	3-4		1/2	30.24	80	79	77	81	b.c.g.	"	3	"		
Noon.	49	1.0		"	NE by E	4		1/2	30.23	82	79	77	81	"	"	1	"		

141.4 Distance by Log

Position at 8 A. M. { Latitude by D. R.
Longitude by Observation
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

20° 04' " N
83° 03' " W
20° 03' " N
83° 19' " W
20° 15' " N
83° 16' " W

Course made good since preceding noon:

NW. by N 1/2 W.

Distance made good since preceding noon:

137 miles.

Distance by Log since preceding noon:

141.4 miles.

Current per hour: 1/2 miles, set 3/4 N. true.

Position at 8 P. M. { Latitude by D. R. from Noon
Longitude by Chronometer from P. M. Observation

20° 37' " N.
83° 58' " W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

550 gallons.

Water

during the preceding 24 hours,

350 "

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

1 tons 280 lbs.

Coal remaining on hand at noon,

134 " 1000 "

P. M.	4	8	58	NW.	E. NE.	5	30.21	80	80	76	81	o.c.d.	cum. cum.	0	N.
1	2	2	8.0	NW. 1/4 N.	"	5	30.19	80	80	76	81	b.c.d.	circum.	4	"
2	6	6	14.6	"	"	5	30.18	81	81	77	81	b.c.	"	5	"
3	5	9	20.5	"	"	4-5	30.18	81	81	77	81	"	"	5	"
4	6	5	27.0	"	"	5	30.18	81	81	77	81	"	"	5	"
5	6	0	33.0	"	"	5	30.18	81	81	77	81	"	"	5	"
6	5	2	38.2	"	"	4-5	30.20	81	79	76	81	"	"	5	"
7	5	0	43.2	"	"	4	30.21	80	79	75	81	"	"	6	"
8	5	0	48.2	"	"	4	30.22	80	79	75	81	"	"	9	"
9	4	0	52.2	"	"	3	30.24	80	78	75	81	"	"	9	"
10	3	5	55.7	"	E. by N.	3	30.24	80	78	75	81	b.	none	10	S.
11	2	4	58.1	"	"	2-3	30.23	80	78	75	81	"	"	10	"
Mid.	2	2	59.7	"	"	2-3	30.22	80	78	75	81	"	"	10	"

under the command of

Commander E T Strong
Sunday, April 25th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair. Moderate to stiff breeze from N.E. by E. and N.E. On
course N.W. (p.c.) under all sail except gaff topsail and main trysail. From rose about 1.55.

R. A. Lusk
Lieutenant U. S. N.

From 4 to 8 A.M.

Fair. Moderate to stiff breeze from N.E. to E.N.E. Rising barometer.
On course N.W. No change in sail till 7.30 when took in and furl'd mainsail and
set main trysail. Got up smoke pipe for distilling.

L. M. Hance
Ensign U. S. N.

From 8 A.M. to Noon.

Cloudy, passing rain squalls. Gentle to stiff breeze from E.N.E. to N.E.
Barometer steady. Steering on course N.W. under all sail except mainsail and gaff topsail.
At 10.00 took in royal flying jib and mizzen topmast staysail: set them again at 11.00.
At 9.30 mustered at quarters. Commanding Officer inspected ship and crew. J. Sollefson,
Sea, reported his term of enlistment as having expired. At 12.00 lighted fire under A.
boiler for distilling.

J. N. Jordan
Lieutenant U. S. N.

From Noon to 4 P.M.

Overcast to fair, light drizzling rain first two hours. Stiff to
moderate breeze from E.N.E. Barometer falling. Moderate sea. Steering course N.W. until 12.40
when changed to N.W. 1/4 N. Under all sail except mainsail and gaff topsail. Distilling.
By order of the Commanding Officer released M. F. Kilbuck (A.S.C.) his term of confinement
having expired and confined M. C. Wintermeyer (A.S.C.) for one day solitary confinement on
bread and water: officer reported disorder at quarters. Kowally discharged from this
ship and from the Naval Prison, Johan Julius Sollefson, Braman.

J. B. Lusk
Lieutenant U. S. N.

From 4 to 8 P.M.

Generally fair. Moderate E.N.E. breeze. Barometer rising slowly. Distilling.

M. Hulse
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Cloudless. Moderate to gentle breeze from E. by N. On course N.W. 1/4 N. (p.c.)
At 9.30 took in flying jib and main topmast staysail. Distilling.

R. A. Lusk
Lieutenant U. S. N.

Examined and found to be correct.

John Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex *Third* Rate,
Making passage from Kingston, Jamaica, to Key West, Florida.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky in fths.	State of the Sea.	
					Direction by Standard Compass.	Force.		Leeway.	Height in inches.	Ther. at 5'.	Air, Dry.					Air, Wet.
A. M.	59	3														
1	2	0	Hand in	N 1/4 N.	E. by N.	2		30.20	80	78	75	81	b. c. w.	cir.	8	9
2	2	0	"	"	E N E.	2		30.20	80	78	75	81	"	"	7	"
3	2	0	"	"	"	2		30.19	80	78	75	81	"	cum strat.	5	"
4	1	8	"	"	N E.	2.3		30.19	80	78	75	81	"	"	5	"
5	2	3	"	"	"	2	1/2	30.20	80	78	75	81	b. c.	"	6	"
6	2	0	"	"	"	2	1/2	30.20	80	78	75	81	"	"	6	"
7	1	7	"	"	"	1.2	1/2	30.21	80	78	75	81	"	"	6	"
8	1	8	"	"	"	1.2	1/2	30.23	80	79	77	80	"	cir cum.	7	"
9	1	8	"	"	N E by E.	2	1/2	30.25	80	80	77	80	"	"	6	"
10	2	0	"	"	N E	2	1/2	30.25	81	80	77	80	"	"	6	"
11	1	8	"	"	N E by N.	2	1/2	30.25	80	80	77	80	"	"	8	"
Noon.	1	5	"	"	"	1.2	1/2	30.26	80	80	77	80	"	"	8	"

82.0 Distance by Log

Position at 8 A. M. { Latitude by *D. R.*
Longitude by *Observation*
Latitude by observation
Longitude by observation
Position at noon: { Latitude by *D. R.*
Longitude by *D. R.*

20° 58' " *N.*
84° 13' " *W.*
21° 12' " *N.*
84° 19' " *W.*
21° 00' " *N.*
84° 18' " *W.*

Course made good since preceding noon:

Distance made good since preceding noon:

89 miles.
82.0 miles.

Distance by Log since preceding noon:

Current per hour: 1/2 miles, set *N. by E.* true.

Position at 8 P. M. { Latitude by *D. R. from Noon*
Longitude by *Chronometer from P. M. Observation*

21° 17' " *N.*
84° 27' " *W.*

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water *distilled* during the preceding 24 hours,

1350 "

Water remaining on hand fit for use at noon,

1200 "

Coal consumed during the preceding 24 hours,

1 tons, 1640 lbs.

Coal remaining on hand at noon,

132 " 1600 "

P. M.	0	8		<i>N 1/4 N.</i>												
1	0	2	<i>Hand in</i>	<i>N 1/4 N.</i>	<i>East</i>	1		30.23	80	82	80	80	<i>b. c.</i>	<i>cum.</i>	7	9
2	1	3	"	"	"	1		30.19	82	83	80	80	"	"	7	"
3	1	5	"	"	"	1		30.17	82	81	79	80	"	"	6	"
4	0	8	"	"	<i>E. by S.</i>	1		30.18	81	81	79	80	"	<i>cir. cum.</i>	7	"
5	0	3	"	"	<i>N. E.</i>	0-1		30.18	81	81	79	81	"	"	5	"
6	0	0	"	<i>No steering way</i>	<i>Variable</i>	0-1		30.18	81	82	80	81	"	<i>cum. strat.</i>	4	"
7	0	0	"	"	"	0-1		30.18	82	79	77	81	<i>b. c. m. w.</i>	"	4	"
8	1	1	"	<i>S. by N.</i>	<i>N. W.</i>	1.2	1	30.19	82	79	77	81	"	<i>cum. strat.</i>	5	"
9	1	8	"	<i>N. by N. 1/4 N.</i>	<i>N. N. W.</i>	1.2	1	30.20	81	79	76	81	<i>b. c.</i>	"	7	"
10	1	6	"	<i>N. 1/4 N.</i>	<i>North</i>	2	1	30.21	81	79	76	81	"	"	8	"
11	1	3	"	"	"	2	1	30.21	80	79	76	81	"	<i>cum.</i>	9	"
Mid.	1	5	"	"	"	2	1	30.21	80	79	76	81	"	"	9	"

under the command of

Commander E. T. Strong
Monday April 26th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Light breeze from E by N. to NE. Moon rose at 2.25. On course NW by N. under all sail except main topmast staysail, mainsail and jaff topsail. At 3.00 set main topmast staysail. Distilling.

L. M. James
Ensign U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Light air to light breeze from NE. Barometer rising. Steering a course NW by N. under same sail as preceding watch. At 7.50 set flying jib. Distilling.

J. M. Jordan,
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear and pleasant. Light air to light breeze from NE and E. Barometer rising slowly. Smooth sea. Steering course NW by N. under all sail except mainsail and jaff topsail. Distilling. At 9.30 mustered and inspected at quarters. Drilled, 1st Division, gunnery, 2nd and 3rd divisions and gunnery instructors: 3rd signals, gunnery and signal corps. Powder, small arms. Friends period, all apprentices' divisions, seamanship instruction.

J. S. Luff,
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear. Light air from the East. At 12.25 changed course to N by N by N. and at 12.50 to N by N. Starboard watch instructed in signals. At 12.30 hauled down for all main topmast staysails and at 12.45 hoisted up main topsail and spanker. By order of the Commanding Officer, H. Antemeyer (A. 3. cl.) was released from confinement at expiration of time and Mr. Anderson (A. 3. cl.) was placed in solitary confinement on bread and water for one day for repeated disorder at drill. Enlisted for general service Johan Julius Olfsefson, as Seaman. Distilling.

W. H. Wilson,
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear to cloudy. Light E by N air, calms, light variable air and light breeze from N. At 4.30 last hour. On course NW by N (S) until 4.30 when no steageway until 7, then by the wind starboard tack. At 5.20 carried crew at furling light sails, reefing topsails and furling apprentices' passing canvas: made sail again at 5.35. At 6.45 set the spanker. At 6.30 sighted what appeared to be land bearing NW. Distilling.

A. B. Threlkeld,
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Light breeze from N. N. to North. Steady barometer. By the wind on starboard tack. At 8.15 set main topsail and furling again. At 8.45 set jib, main and mizzen topmast staysails. Distilling.

L. A. James
Ensign U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship *Essex* Third Rate,

Making passage from Kingston, Jamaica to Key West, Florida.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.				TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction of Current, by symbols.	Force of Current, by symbols.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at surface.	Air, Dry Bulb.	Air, Wet Bulb.	Water at surface.					
A. M.	12	7																			
1	1	0	Hand in	West	North	1	1	30.19	80	78	76	81	b.				more	10	9		
2	0	7	"	W 1/2 S.	N. by N.	1	1	30.17	80	77	76	81	"				"	10	"		
3	0	7	"	W by S.	"	1	1	30.16	80	77	76	81	"				"	10	"		
4	0	8	"	"	"	1	1	30.16	80	76	76	81	"				"	10	"		
5	0	5	"	W 3/4 S.	N. N. W.	0-1		30.16	80	77	76	81	b.c.				cum. strat.	6	"		
6	0	5	"	W 1/2 S.	North	1		30.19	79	77	75	81	"				"	6	"		
7	1	0	"	W by N.	"	1-2		30.22	79	77	74	81	"				"	6	"		
8	1	1	"	"	"	1-2		30.22	80	78	74	80	"				"	7	"		
9	1	2	"	"	N. E. by N.	1	1	30.24	80	78	74	80	b.c. m.				"	6	"		
10	1	2	"	N. N. by N.	"	1	1	30.24	80	79	75	80	"				"	6	"		
11	1	5	"	"	"	2	1 1/2	30.25	80	79	75	80	"				"	5	"		
Noon.	0	5	61.5	N. N. 1/4 W.	"	3	1 1/2	30.25	80	79	75	80	"				"	6	"		

25 2 Sauter by log.

Position at 8 A. M.	Latitude by D. R.	21° 25'	" N.
	Longitude by Observation	84° 45'	" W.
Position at noon:	Latitude by observation	21° 03'	" N.
	Longitude by observation	84° 49'	" W.
	Latitude by D. R.	21° 13'	" N.
	Longitude by D. R.	84° 43'	" W.
Course made good since preceding noon:		N. 1/4 W. 1/4 N.	
Distance made good since preceding noon:		25	miles.
Distance by Log since preceding noon:		25.2	miles.
Current per hour: 1/2 miles, set N. by E. true.			
Position at 8 P. M.	Latitude by * Polar	21° 04'	" N.
	Longitude by Chronometer from P. M. Observation	84° 53'	" W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 500 gallons.

Water, distilled during the preceding 24 hours, 1500 "

Water remaining on hand fit for use at noon, 2200 "

Coal consumed during the preceding 24 hours, 1 tons, 2160 lbs.

Coal remaining on hand at noon, 130 " 1720 "

P. M.																					
1	2	0	62.2	N. 1/2 W.	N. E. by N.	2	1 1/2	30.22	79	79	75	80	b.c.				cum. strat.	6	9		
2	1	7	Hand in	N. N. by N.	N. E.	2	2	30.18	79	78	74	80	"				"	7	"		
3	2	0	62.6	N. N. W.	E. N. E.	2	1 1/2	30.16	79	78	74	80	"				"	7	"		
4	2	0	Hand in	N. by N.	E. by N.	2-3	1 1/2	30.14	79	78	74	80	"				"	7	"		
5	1	8	"	"	"	2	1	30.14	80	79	77	80	"				"	6	"		
6	1	5	"	"	E. S. E.	2	1	30.15	80	80	76	80	"				"	6	"		
7	1	2	"	"	East	2	1	30.15	80	78	77	80	"				"	5	"		
8	0	8	"	"	"	1	1	30.15	80	78	76	80	"				"	6	"		
9	1	0	"	"	"	1	1	30.16	80	78	75	80	b.c. m.				cum. strat.	6	"		
10	1	6	"	"	E. S. E.	2	1	30.16	80	78	75	80	"				"	7	"		
11	2	0	"	"	"	2		30.16	80	78	75	80	"				cir. cum.	7	"		
Mid.	1	6	"	"	S. E.	2		30.16	80	78	75	80	"				"	6	"		

under the command of

Commander E. T. Strong
Tuesday, April 27th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Light breeze from North to N by W. Barometer falling then steady. Steering by the wind on starboard tack under all sail to topgallant sails except mainsail and gaff topsail. Distilling.

J. M. Jordan,
Lieutenant U. S. N.

From 4 to 8 A.M.

Air to clear and pleasant. Breeze to light breeze from N by W and North. Barometer rising. Smooth sea. By the wind on starboard tack first half, on course N by N east half. Under sail to topgallant sails except mainsail, at 6.50 set royals and flying jib. Distilling. Carried out morning orders.

J. B. Ledy,
Lieutenant U. S. N.

From 8 A.M. to Noon.

Air and warm. Light breeze to gentle breeze from N.E. by N. At 9 changed course to N.W. by N. and at 11.47 to N.W. At 9.30 mustered at quarters and received discipline as follows: Order, gun instruction: 1st, great guns: 2nd, single strokes: 3rd, gun and tanniquet instruction and single strokes. At 10.35 aired bedding. Distilling.

M. H. Hulme,
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Light to gentle breeze from N.E. by N. to E. by N. By the wind starboard tack until 2. When on course N.W. changing to N by N. (S.) at 3 by order of Commanding Officer. Released from confinement, M. Audinet App 3 class, and placed O. Danell, App 3 class, in 2 days solitary confinement, on bread and water; offense, using obscene language towards another person, both per order of Commanding Officer. Quarters Board inspected and condemned, 8 cases of assorted vegetables and by order of Commanding Officer they were thrown on board. Instructed apprentices of port watch in signals and making drijings. At 1, took in flying jib and at 1.30 set gaff topsail. Distilling.

R. H. Risdale,
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Light breeze to light breeze from E. by N. to E. S.E. At 5.15 exercised all hands at shouting and making sail with times as follows: - Shortened all sail in 2 min: 30 sec. Made sail in 2 min: 40 sec. Shortened all sail again in 2 min: 07 sec. and made sail in 2 min: 30 sec. Distilling.

L. M. Warner,
Surgeon U. S. N.

From 8 P.M. to Midnight

Clear overhead, hazy around horizon. Light breeze to light breeze from East to E.S. Barometer steady. Steering a circle N by N. Under all sail to royals except mainsail. At 10.50 took in spanker and gaff topsail and hauled down main topmast staysail. Distilling.

Examined and found to be correct.

J. M. Jordan,
Lieutenant U. S. N.

John W. Stewart,
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship *Essex* Third Rate,
 Making passage from Kingston, Jamaica to Key West, Florida.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Lower W.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.		Hei.	Height in inches.	Ther. at 1/2.	Air, Dry Bulb.	Air, Wet Bulb.	Water at surface.				
A. M.	19	2															
1	1	5	Hauled in	N by W.	SE	2		30.13	81	78	75	80	b.c.	cumulab	5	8	
2	1	6	"	"	South	2		30.12	81	78	75	80	"	cum.	7	"	
3	2	0	"	"	"	2		30.11	81	77	74	80	"	"	8	"	
4	2	0	"	"	"	2		30.10	81	77	74	80	"	"	8	"	
5	1	4	"	"	"	2		30.13	80	77	74	80	"	"	8	"	
6	1	6	"	"	SE	2		30.13	80	78	75	80	"	"	7	"	
7	2	2	62.7	"	SE	2		30.15	80	79	76	80	"	cumulab	7	"	
8	3	1	65.5	"	"	2-3		30.16	80	80	76	80	"	circum.	8	"	
9	2	5	67.8	"	"	2-3		30.17	80	81	76	80	"	"	7	"	
10	3	0	70.1	"	"	2-3		30.16	81	81	76	80	"	"	8	"	
11	3	4	73.0	"	East	3		30.16	81	82	77	80	"	"	8	"	
Noon.	3	7	76.2	"	E. by N.	3-4		30.16	81	82	77	80	"	"	8	"	

47 2 S. 21° 25' N.

Position at 8 A. M. { Latitude by D. R.
 Longitude by Observation
 Position at noon: { Latitude by observation
 Longitude by observation
 Latitude by D. R.
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: 1 miles, set S 2° W. true.

Position at 8 P. M. { Latitude by Bearings of San Antonio Light, Cuba
 Longitude by " " " " " "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																
1	4	8	81.0	N by W.	East	4	1/4	30.12	81	82	77	80	b.c.	cum. stab	5	8
2	5	5	86.5	"	"	4	1/4	30.11	81	82	77	80	"	"	5	"
3	5	4	91.9	"	"	4	1/4	30.09	81	80	77	80	"	"	5	"
4	3	9	97.1	N 1/2 W.	"	4	1/4	30.09	81	80	77	80	"	"	5	"
5	4	2	101.1	N by E.	"	4	1/2	30.09	81	81	77	80	b.c.	"	5	"
6	5	7	106.2	"	"	4	1/2	30.10	81	80	77	80	"	"	5	"
7	5	8	112.6	N 1/2 W.	"	3-4	1/2	30.13	81	79	76	80	"	mont.	5	"
8	3	2	115.8	"	E. N. E.	3-4	1	30.14	81	79	76	80	"	"	5	"
9	3	7	119.5	"	"	3-4	1/2	30.13	80	79	76	80	"	cum.	8	"
10	4	6	124.1	"	"	3	1/2	30.13	80	79	76	80	"	"	8	"
11	3	0	127.1	"	"	3	1/2	30.14	80	79	76	80	"	"	8	"
Mid.	2	0	129.2	"	"	2-3	1/2	30.14	80	79	76	80	b.	none	10	"

52. 9

4-25

under the command of

Commander E. T. Strong
Wednesday, April 28th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear to clear and pleasant. Moon rose about 3.25. Light breeze from S.E. and South. Barometer falling slowly. Steering course N by W, under all square sail, except mainsail, and flying jib. Jib for and mizzen topmast staysails and main trysail. At 1.15 took in main trysail and mizzen topmast staysail. Distilling.

J. S. Ledy
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Light to gentle breeze from the South to S.E. At 7.10 set main and mizzen topmast staysails, main trysail and spanker. At 7.40 hauled down main and mizzen topmast staysails. Executed morning order Distilling.

M. Hulme
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear. Light to moderate breeze from S.E. to E by N. On course N by W. At 10, set the main and mizzen topmast staysails. At 9.30 had quarters for inspection and carried apprentices as follows: 1st Division, gunnery instruction; 2nd Division, great guns; 3rd Division, revolvers; 4th Division, torpedoes; 5th Division, instruction and signals. Inspected apprentices clothing bags. Lighted a steamer to N.W. Distilling.

R. D. Fiske
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Moderate Easterly breeze. Barometer falling slowly. On course N by W, under all sail except mainsail and gaff trysail. At 2.00 clock finished distilling and let fish die out. At 3.15 by order of Commanding Officer changed course to N 1/2 W, patent log 93.2. At 3.55 sighted Cape San Antonio Light House bearing N.E. 1/2 S. (true)

J. W. Adams
Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Gentle to moderate breeze from East to E.N.E. Barometer rising. Steering a course N 1/2 W, under same sail as preceding watch. By order of Commanding Officer make the following changes of course: at 4.10 to N by E; at 6.40 to North; at 6.55 to N by W. At 6.15 Cape San Antonio Light bore abeam, distant 7 miles, patent log 9.8. At 4.30 set mainsail and took in main trysail. At 7.20 took in and furled ensign and flying jib.

J. W. Jordan
Lieutenant U. S. N.

From 8 P.M. to Mid.

Clear and pleasant, bright starlight. Light to moderate breeze from E.N.E. Barometer rose slightly. Smooth sea. Steering course N by W, under all sail to topgallant sails, except main trysail. Lost sight of Cape San Antonio Light about 10.

J. S. Ledy
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship *Essex* Third Rate,
 Making passage from Kingston, Jamaica to Key West, Florida.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 0.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	52	9																	
1	2	0	Mist	1 by N.	E. S. E.		2			30.11	81	79	76	80	b. w.	none	10	S.	
2	2	2	"	"	"		2			30.08	81	78	76	80	b. w.	"	10	"	
3	2	0	"	"	"		2			30.08	81	78	76	80	b. c. w.	cr. str.	7	"	
4	2	2	"	"	"		2-3			30.08	81	78	76	80	"	"	7	"	
5	2	5	28.6	"	"		2-3			30.08	80	78	76	80	b. c.	"	6	"	
6	2	9	31.5	"	"		3			30.09	81	79	77	80	"	"	6	"	
7	2	8	36.2	N. E. 3/4 N.	"		3-4		1	30.11	80	80	77	80	"	"	7	"	
8	5	0	41.2	"	"		4		1	30.13	80	80	77	80	"	"	6	"	
9	4	8	46.0	N. E. 1/4 N.	S. E. by E.		4		1/4	30.13	79	80	77	80	"	"	6	"	
10	6	0	52.8	N. E.	"		5		1	30.10	79	81	76	80	"	cr. str.	6	"	
11	7	8	59.8	"	S. E.		5		1/4	30.05	80	81	76	80	"	"	5	Br.	
Noon.	7	4	67.2	"	S. E. by S.		5		1/4	30.05	80	81	76	80	"	"	5	"	

10 1/2. 4 Distance by Log.

Position at 8 A. M. { Latitude by *D. R.*{ Longitude by *Observation* ○

{ Latitude by observation

{ Longitude by observation

Position at noon:

{ Latitude by D. R. *from 8 P. M.*

{ Longitude by D. R. " "

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: _____ miles, set _____ true.

Position at 8 P. M. { Latitude by *D. R. from Noon*{ Longitude by *Chronometer from P. M. Observation* ○

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Heel.	Leeway.	Height in inches.	Ther. at 0.	At 100 fms.	At 200 fms.	Air Wet Bulb.	Air Dry Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
1	3	2	69.4	<i>N. E. 1/2 E.</i>	<i>S. E. by S.</i>	5			30.09	82	82	76	80			<i>b. c.</i>	<i>cr. str.</i>	5	<i>N.</i>
2	6	7	80.0	"	"	5			30.08	81	82	77	80			"	<i>cr. w. w.</i>	6	"
3	4	9	84.9	"	<i>S. S. W.</i>	4			30.07	82	83	79	80			"	"	6	"
4	3	9	88.8	<i>N. E. by N.</i>	"	3			30.06	82	84	80	80			"	"	6	"
5	3	7	92.5	"	"	3			30.05	82	84	80	80			"	"	5	"
6	3	8	96.3	"	"	3			30.05	82	82	79	80			<i>b. c. w.</i>	"	5	"
7	3	6	99.9	"	"	3			30.06	82	80	78	80			"	"	5	"
8	3	6	3.5	"	"	3			30.06	82	80	78	80			<i>b. c. w. l.</i>	"	7	"
9	2	0	5.5	<i>N. by E. 1/2 E.</i>	<i>S. by E.</i>	3-4			30.07	82	80	78	80			"	"	7	"
10	6	0	14.2	"	"	4			30.07	82	80	78	80			"	"	8	"
11	3	8	20.0	<i>N. E.</i>	"	4			30.07	81	80	78	80			"	"	8	"
Mid.	5	2	25.2	"	<i>S. S. E.</i>	4			30.06	81	80	78	80			"	"	8	"

58 0

4-265

under the command of

Commander E. T. Strong
Thursday, April 29th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Light E. & E. breeze. Under all plain sail to topgallant sails and all staysails. Commenced by 1/2 N. Barometer falling slowly.

M. Mulvaney
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Light to moderate breeze from E. by S and E. & E. On course N. by N. until 6:35 when changed to N. E. 1/4 N. (S. by E.) by order of Commanding Officer. At 4:45 set royals and flying jib and at 6:45 the gaff topsail. Smooth to moderate sea. Moon set about 4 o'clock.

R. H.isdale
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear and pleasant. Moderate to stiff breeze from E. & E. to E. by S. Barometer falling first half. Had quarters at 9:30 and exercised. Drills as follows: 1st Division, gunnery instruction and signals; 2nd Division, infantry; 3rd Division, infantry. Under Division, gunnery instruction. At 10:45 took in and furled royals at 10:50 gaff topsail. Distinctly appreciative duties second period in seamanship. By the wind on starboard tack at beginning of watch. At 10 o'clock made course N. E.

L. M. James
Ensign U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Moderate to stiff breeze from E. by S to S. by E. Barometer falling. Steaming on course N. E. By order of Commanding Officer made the following change in course: At 12:30, N. E. 1/2 E. at 1:00 N. E. by N. Under same sail as preceding watch. At 12:15 set royals and flying jib. At 2:00 hauled down main topmast staysail. By order Commanding Officer released from confinement J. D. Samuell (A. 3. 6) expiration of period of confinement, and confined for two days, on bread and water, solitary confinement, A. R. C. Brown (A. 3. 3) offense, using vile language towards another person in the Navy. Exercised apprentices at signals and rigging. One meal in night on starboard bow standing to the E. by S.

J. M. Jordan
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair to clear and pleasant, heavy dew last half. Lightning to S. Gentle breeze from S. by E. Barometer fell slightly at first then rose slightly. Steaming on course N. E. by N. under all sail except main topmast staysail, main topsail and gaff topsail. At 5:15 called all hands and exercised reefing topsails and courses: piped down at 5:45.

J. L. Taylor
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Generally clear and misty. Lightning to N. E. and N. W. Gentle to moderate S. by E. to S. & E. breeze. At 8:30 changed course to N. by E. & E. patent log 5.5 and at 10:30 to N. E. patent log 7.2. At 10:45 set main topmast staysail Barometer steady.

M. Mulvaney
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N.

Narration

LOG of the UNITED STATES

Ship Essex.
Making passage from Kingston, Jamaica to Key West, Florida.
Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Fog, or Clear Sky, in miles.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																			
1	56	30.8		NE.	ESE.		5			30.03	81	79	77	80	b.c. w. l.	cum.	8	M.	
2	58	36.6		"	"		5			30.02	81	79	77	80	"	"	9	"	
3	58	42.4		"	South		5			30.01	81	79	77	80	"	"	7	"	
4	56	48.0		"	"		5			30.03	81	79	77	80	"	"	5	"	
5	55	53.5		"	"		5			30.04	80	79	77	80	b.c. l.	cum. strat.	3	"	
6	58	59.3		"	"		5			30.05	81	79	77	80	b.c.	"	1	"	
7	61	65.4		"	"		5			30.06	80	80	77	80	"	"	1	"	
8	62	71.6		"	"		5			30.05	80	80	77	80	"	"	1	"	
9	62	77.8		"	SE.		5			30.06	81	80	77	80	b.c. m.	"	3	"	
10	69	84.7		"	"		5-6			30.05	81	80	77	80	"	"	2	"	
11	58	90.5		"	SE by E.		5			30.05	81	81	79	80	"	"	3	"	
Noon.	60	96.5		"	"		4-5			30.03	81	81	79	78	"	"	3	"	

129 3 *Latitude by Log.*

Position at 8 A. M. { Latitude by *D.R.*
 Longitude by *Observation*
 Latitude by observation
 Longitude by observation
 Position at noon: { Latitude by D. R.
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: 1 miles, set *East* true.

Position at 8 P. M. { Latitude by
 Longitude by

Variation of compass:

Error of compass observed at:

Deviation of compass on:

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

23 ° 50' "N
 83 ° 14' "N
 24 ° 01' "N
 82 ° 47' "N
 24 ° 04' "N
 83 ° 03' "N
 NE 1/2 E
 135 miles.
 129.3 miles.
 0 " "
 0 " "

500 gallons.

2000 "

1 tons, 1120 lbs.

127 " 1880 "

P. M.																					
1	2	5	99.0	NE	NE 1/4 E.	SE by E.	4			30.02	81	81	79	78	b.c. m.	cum. strat.		4	S		
2	2	8	18		"	"	4			30.00	81	82	79	78	"	"		4	"		
3	5	11	12.2	"	"	"	5			30.00	81	82	79	78	"	"		1	"		
4	6	0	18.2	"	"	"	5			30.00	81	82	79	78	"	"		1	"		
5	1	5	19.7	NE by E.	"	"	5			29.98	80	79	77	78	b.c. m. l.	cum.		2	M.		
6	5	5	29.4	"	"	"	5			29.98	80	79	77	78	"	cum. strat.		1	"		
7	5	5	34.9	"	"	SE by E.	5			30.01	81	78	77	78	a. c. t. l. m.	"		0	"		
8	3	2	38.1	"	"	"	3.4			30.02	80	76	75	78	b.c.	"		5	"		
9	2	6	40.7	SE 1/2 E.	"	"	4			30.04	80	76	75	78	b.c. w. l.	"		6	"		
10	6	3	47.0	SE 1/4 S.	"	"	4			30.05	80	76	75	78	"	"		4	"		
11	1	5	48.5	SE 1/4 S.	"	"	4			30.05	80	76	75	78	"	"		6	"		
Mid.	3	5	53.0	SE 1/4 S.	NE 1/4 S.	NE 1/4 S.	4			30.04	80	77	75	78	"	cum. strat.		8	"		

56 5

under the command of

Commander E. T. Strong
Friday, April 30th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear to fair, but damp. Lightning to S.W. Stiff breeze from S.E. and South. On course N.E. (p.c.) under all sail except main topsail and gaff topsail. Moderate S.E. by sea.

R.D. Findle
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy with generally threatening appearance. Sails in these states, lower stations moving with the wind, middle station moving about E by N and upper station under close apparent stamming. Stiff breeze from South. Barometer rising slowly, till last hour. On course N.E. No change in sail. Lighted a steamer on starboard bow standing to the S.W. and N.W. Executed morning orders. Lightning to the S.W. first hour.

L. M. named
Ensign U.S.N.

From 8 A.M. to Noon.

Fair, pleasant, hazy around horizon. Moderate to fresh breeze from South to S.W. by S. Barometer falling slowly. Tearing a course N.E. under same sail as preceding watch. At 10.30 hauled down main topsail staysail. At 1.30 mustered at quarters and afterwards exercised at General Quarters without firing. Time of reporting ready. After Powder Division, 30 sec: Forward Division, 1 min: 20 sec: 2nd Division, 1 min: 25 sec: 3rd Division, 1 min: 25 sec: 4th Division, 1 min: 25 sec. Landed at 9.50. Exercised watches on deck at signals. General sail in sight during watch.

J. W. Jordan
Lieutenant U.S.N.

From Noon to 4 P.M.

Cloudy but pleasant. Moderate to stiff breeze from S.W. by S. Barometer fell slightly. Smooth sea. Tearing course N.E. until 12.30 when changed to N.E. 1/4 E. Under all sail except main topsail staysail, main topsail and gaff topsail until 1, when took in and furl'd main sail. Put cox on main yard, raised smoke stack and at 2.15 started fire in boilers B, C and D. Instructed signal class. From 3.30 to 3.50 exercised apprentices of both watches in gymnastics.

J. S. Ruby
Lieutenant J.G.N.

From 4 to 8 P.M.

Cloudy, squally, rising 8th hour, thunder and lightning. Strong to gentle breeze from S.W. by S. shifting to N.W. in a squall about 6.0. At 5.15 hauled down mizzen topsail staysail and under it and main topsail staysail and gaff topsail. At 4.15 changed course to N.E. by E. parted by 19.7: at 4.0, to S.E. 1/4 E. parted by 38.1. At 6.20 took in and furl'd topgallant sails, royal, and flying jib. Hoisted up main topsail and spanker. At 6.35 called all hands and took two reefs in the topsail and furl'd jib. At 7.20 sighted Sand Key Light bearing right ahead. Drove in three bellows. At 7.45 started distiller.

W. H. Wilson
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Cloudy to clear. Moderate to stiff breeze from N.W. by N. to West. Lightning to S.W. and to E. On course S.E. 1/4 E. (p.c.) At 8.30 sighted Key West Light bearing about N.E. by N. At 8.45 hove to, coupled, jiggered, dilled away and went ahead. Lile at 8.55: 1.4 lile at 9. At 10.15 changed course to S.E. by E. parted by 48.5: at 10.25 to N.W. 1/4 N. parted by 59.7 and resumed course between N by N.W. 1/4 N. to N.W. 1/2 N. at 10.55 parted by 52.4. At 11.15 came to with starboard anchor in 7 fathoms water, running to 45 fathoms chain Buoys at anchor, Sand Key Light, S.W. by N 1/2 N, Key West Light N.W. 1/4 N. Banked fire and continued distilling. Under sail at 10.30.

R.D. Findle
Lieutenant U.S.N.

Approved.

Examined and found to be correct.

E. T. Strong
Commander U.S.N.
Commanding.

John H. Stewart
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship *Essex*
At anchor off Key West, Florida.

Third Rate,

Hour.	Knots.	Tide.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at 0.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.										<i>a.</i>								
1				<i>West</i>	<i>West</i>	5			30.02	79	77	75		<i>b.c. on l.</i>	<i>cum.</i>	8		
2				"	"	5			30.00	79	77	75		"	"	8		
3				"	"	5			29.99	78	77	75		"	"	7		
4				"	"	5			29.98	78	76	74		"	"	6		
5				"	"	5			30.00	78	77	74		<i>b.c.</i>	"	5		
6				"	"	5			30.02	78	77	73		"	"	5		
7				<i>W. by S.</i>	"	4			30.04	78	78	74		"	<i>cumulated</i>	6		
8				"	"	4			30.05	78	78	74		"	"	7		
9				<i>Underway</i>	"	4			30.05	78	78	75		"	"	6		
10				<i>Varied</i>	<i>W. by N.</i>	4			30.06	78	79	75		"	"	7		
11				<i>North</i>	"	4			30.08	78	79	76		"	"	5		
Noon.				"	"	4			30.08	79	79	76		"	"	5		

63. *Latitude by*

Position at 8 A. M. { Latitude by

{ Longitude by

{ Latitude by observation

{ Longitude by observation

Position at noon: {

{ Latitude by D. R.

{ Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

miles.

63 miles.

Position at 8 P. M. { Latitude by

{ Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

600 gallons.

500 "

1900 "

2 tons, 1760 lbs.

125 " 120 "

P. M.																				
1				<i>North</i>	<i>W. by N.</i>	4.5			30.07	78	78	76					<i>b.c. on g.</i>	<i>cum. stich.</i>	6	
2				"	"	4.5			30.05	78	78	75					"	"	6	
3				<i>N. by E.</i>	"	4.5			30.04	78	78	75					"	"	6	
4				<i>N. by E.</i>	<i>West</i>	4.5			30.03	79	78	75					"	"	6	
5				<i>W. by S.</i>	"	4.5			30.03	79	78	75					"	"	6	
6				<i>S. by E.</i>	"	4.5			30.03	79	78	75					"	"	6	
7				"	"	4.5			30.05	79	77	74					"	"	4	
8				<i>S. by W. 1/2 E.</i>	"	4.5			30.05	79	77	74					"	"	5	
9				"	"	4.5			30.09	79	77	74					"	"	5	
10				<i>N. by E.</i>	"	3.4			30.11	79	77	74					<i>b.c. on g.</i>	<i>cum. stich.</i>	4	
11				<i>N. by E.</i>	<i>N. by E.</i>	3.4			30.11	78	75	73					<i>b.c. on g.</i>	"	5	
Mid.				"	"	3.4			30.11	77	75	73					"	"	5	

under the command of

Commander E. T. Strong
Saturday, May 1st

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Stiff westerly breeze. Lightning around horizon principally to Sd. Barometer falling. Banked fire. Distilling.

M. named
Ensign U.S.N.

From 4 to 8 A.M.

Clear and pleasant. Moderate to stiff breeze from West. Barometer rising. At 6.00 loaded and furled sail. At 7.15 made Court 44 to ship at anchor off Key West. The stevedore answered and made C. 96. At 8.00 made signal to Marblehead Sub 4896, Answered, Yre. Made preparations for getting underway.

J. N. Jordan
Lieutenant U.S.N.

From 8 A.M. to Noon.

Fair to clear and pleasant. Moderate breeze from West and N.W. Barometer rising slowly. At 8.10 got underway, under steam alone and stood into Key West Harbor, through main ship channel, Commanding Officer commanding the ship. At 9. made Sub 1211 (Commission to anchor) Marblehead answered and made 904 (Yre). At 9.30 anchored in 5 fathoms water sandy bottom and veered to 30 fathoms on starboard chain. Bearings, August Port Taylor S by E 1/4 E; Star House N E 1/4 E. Light House E. S E 1/4 E. (all mag.) Draft of ship, 13' 10" forward; 16' 8" aft. Lt. fire die at in bilers and D. and kept fire in B. for distilling. Health Officer came on board and granted privileges. Received Official visit from branding Officer from U.S.S. Marblehead. Commanding Officer paid official visits to the Commanding Officer of the U.S.S. Marblehead and to the Commandant of the Naval Station.

E. S. Lundy
Lieutenant U.S.N.

From Noon to 4 P.M.

Fair, misty. Moderate to strong breeze from N.W. in squalls. By order of the Commanding Officer, A. R. Casew (U.S.C.) was released from confinement, his period having expired and E. S. Lundy (U.S.C.) was placed in solitary confinement on bread and water for one day; officer continued attention to instruction. Distilling. A. R. Casew (U.S.C.) was placed in angle room for safe keeping.

M. M. Malone
Lieutenant U.S.N.

From 4 to 8 P.M.

Fair. Squally and hazy. Moderate to stiff breeze from West. Barometer rose slightly. Distilling.

E. S. Lundy
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Fair to clear. Squally. Gentle to strong breeze from the West to N.W. Distilling. Light passing showers & hail.

M. M. Malone
Lieutenant U.S.N.

Examined and found to be correct.

John H. Stewart
Lieutenant U.S.N. Navigator

LOG of the UNITED STATES

Ship *Essex*
At anchor off Key West, Florida.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Surface Current, by miles.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.																	
1				North	Ch. N. W.		4.5			30.10	77	77	74	b.c.g.	cum. am.		4
2				"	"		4.5			30.09	77	76	73	"	"		5
3				"	N. W.		5.6			30.09	77	76	73	"	"		5
4				N. by E.	"		2.4			30.09	77	76	73	"	cum. str.		7
5				N. by E.	Ch. W.		2			30.11	76	75	73	b.c.	"		6
6				S. by E.	Ch. N. W.		2			30.13	76	75	73	"	"		6
7				"	"		1.2			30.14	76	75	72	"	"		7
8				"	N. N. W.		1.2			30.16	76	77	73	"	"		8
9				S. W.	Ch. W.		1.2			30.18	76	78	79	"	"		7
10				North	N. W.		1.2			30.18	77	81	76	"	"		5
11				"	"		2			30.19	77	81	76	"	"		5
Noon.				"	Ch. N. W.		2			30.17	77	79	74	"	"		6

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																	
1				N. by E.	Ch. N. W.		3			30.17	77	79	74	b.c.	cum.	7	
2				"	N. W.		3			30.15	77	81	75	"	"	7	
3				"	"		2			30.14	77	81	75	"	"	6	
4	Turning to			"	N. N. W.		1			30.12	79	83	75	"	"	8	
5	Star.			N. E. by E.	"		2			30.12	79	82	78	"	"	7	
6				S. W. by S.	"		2			30.12	79	80	75	"	"	7	
7				S. W.	Ch. N. W.		2			30.14	80	75	71	"	"	8	
8				"	"		3			30.14	79	74	80	"	"	9	
9				S. W. by S.	"		2			30.15	78	74	80	"	"	7	
10	Turning to			"	N. W.		2.3			30.16	77	73	80	"	"	6	
11	Star.			N. W.	N. N. W.		2.3			30.17	77	73	80	b. c. on	dis. cum.	7	
Mid.				North	North		3			30.17	76	73	80	"	"	8	

under the command of

Commander E. T. Strong
Sunday May 2nd

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

N. N. Distilling.

Fair and pleasant. Moderate to fresh breeze from N. N. W. and

R. D. Lisdale
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Light air to light breeze fresh N. at first, shifting to N. N. W. at end. Barometer rising. Carried out morning orders.

J. C. Luby
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear to fair. Light breeze from the N. at 9.30 mustered at quarters and Commanding Officer inspected ship and crew. At 10 called all hands to muster, read Articles for the Government of the Navy of the United States and General Court Martial Order No. 14, awarded gold conduct medals to John Bell, Carpenter, Charles Wascow, E. S. W., and Matthew Audum, B. M. 2^{cl}, then mustered crew. At 10.25 held Divine Service. The Commanding Officer of the U. S. S. Warblehead made an official visit to the ship. Distilling. Received in Pay Dept. 112 lbs fresh bread, and 140 lbs each, fresh beef and vegetables.

W. H. Hulme
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear and warm. Gentle breeze to light air from N. N. W. to N. N. Distilling. By order of Commanding Officer released from confinement, E. Tyler, A. 3^{cl}, Redding to wind and ebb tide.

R. D. Lisdale
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Light to gentle N. N. W. to N. N. W. breeze. Took off quarter deck hammock clothes. At 7.30 stopped distilling. At 8.30 swinging to flood.

W. H. Hulme
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Light to gentle breeze from N. N. to North. Sailing to ebb at 11.

R. D. Lisdale
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship *Essex*
At anchor off Key West, Florida.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Clear Sky, in fathoms.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1				North	North	2			30.17	80	73	70	b.c.	cum.	4		
2				"	"	3			30.17	80	73	69	"	"	5		
3				"	"	3-4			30.16	79	72	68	"	"	7		
4				"	"	3-4			30.17	76	72	68	"	"	6		
5	Drumming to			West	"	2			30.18	75	73	68	"	cum. str.	6		
6	Abd.			Ch. by S.	"	3			30.19	74	74	68	"	"	6		
7				Ch. by S.	N. N. W.	3			30.20	74	73	68	"	"	8		
8				Ch. by S.	"	3			30.21	75	75	69	"	"	8		
9	Drumming to			"	"	2			30.23	75	75	69	"	"	8		
10	Abd.			Ch. by N.	North	3			30.23	75	75	69	"	"	7		
11				North	N. N. W.	2			30.23	75	75	70	b.c.m.	"	9		
Noon.						3			30.23	75	76	70			9		

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																			
1				North	N. W.	2			30.22	76	77	70				b.c.	cum.	9	
2				"	"	2			30.20	76	77	70				"	"	9	
3				"	"	2			30.18	77	78	71				"	"	9	
4				"	"	2			30.17	77	78	71				"	"	9	
5				"	"	2			30.18	77	78	71				"	"	9	
6	Drumming to			Ch. by N.	"	2			30.18	77	77	70				"	"	9	
7	Abd.			Ch. by N.	"	2			30.19	77	77	70				"	"	8	
8				Ch. by S.	Ch. N. W.	3			30.20	77	74	69				"	"	8	
9				"	"	3			30.22	77	73	69				"	"	8	
10				"	"	3			30.22	77	73	69				"	"	9	
11	Drumming to			"	"	3			30.20	77	73	69				"	"	9	
Mid.	Abd.			N. by N.	"	3			30.20	76	73	69				"	"	9	

under the command of .

Commander E T Strong
Monday, May 3rd

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Light to gentle N. or N. by E breeze. Barometer steady. Riding to Ebb.

L. M. Namee
Ensign U. S. N.

From 4 to 8 A.M.

Fair to clear. Light to gentle breeze from the North to N. N. W. Executed morning order. O. S. Reserve butts used alongside Naval storehouse dock. Received in Pay Dept 112 lbs fresh bread, and 140 lbs each fresh beef and vegetable. Quibut royal and topz allabout gear.

M. H. Hulse
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear and pleasant. Gentle breeze from North and N. N. W. At 9 sent down light yards, unbrut light sails and loosed sail to dry. At 11.00 fished sail. At 9.50 had quarters for inspection and ordered apprentices as follows: Edward Pender Division: boat and rigging; 1st Division boats and gunnery; 2nd Division boats and rigging; 3rd Division, boats and single sticks. After Pender Division signals. Received a visit from Commandant, Naval Station. By order of the Commanding Officer placed O. H. Flyphard App 3 cl., in two days solitary confinement on bread and water: offense, disobedience of orders. Turning to ebb tide at 10.

R. H. Hulse
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Light N. by E breeze. Falling barometer. Examined starboard watch apprentices at signals with the "Markhead". Received in Dept. Supplies and accounts Seven hundred (\$1700.00) dollars. Riding to ebb tide.

L. M. Namee
Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Light to gentle breeze from N. W. and N. N. W. Turning to ebb at 6. Moon shining. Limited not sailing launch. O. S. "Markhead" used her Arden system for the benefit of appearance of this ship.

R. H. Hulse
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Gentle breeze from N. N. W. Barometer falling slowly. Turning to ebb at 11.45.

L. M. Namee
Ensign U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex.
At anchor off Key West, Florida.

Third Rate,

Hour.	Knots.	Tenth.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Gale, by symbols.	State of the Sea.	
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.					Water at Surface.
A. M.																
1			Ebb tide	North	N. N. W.	3		30.18	75	73	70	b. c.	cum.		9	
2			"	"	N. N. W.	3		30.18	75	73	69	"	"		9	
3			"	"	"	3		30.18	75	73	69	"	"		9	
4			"	"	"	3		30.18	75	73	69	"	"		9	
5			Low water	"	"	2		30.19	75	73	69	"	"		8	
6			Swinging to	N. by E.	"	1-2		30.20	75	73	70	"	"		7	
7			Ebb.	S. N. by E.	"	1-2		30.21	75	75	71	"	"		7	
8			Chad tide	"	N. N. W.	2		30.22	75	77	72	"	"		7	
9			"	"	N. N. W.	2		30.23	76	78	73	"	"		7	
10			"	N. N. W.	N. N. W.	2		30.24	76	78	74	"	"		8	
11			Swinging to	"	"	2		30.24	76	78	74	"	"		5	
Noon.			Ebb.	North	"	2		30.24	76	83	78	"	"		5	

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																			
1			Ebb	North	N. N. W.	1		30.22	77	83	78					b.c.	cum.	6	
2				"	"	0-1		30.20	77	83	78					"	"	6	
3				"	"	1		30.19	77	83	78					"	"	5	
4				N. by E.	N. N. W.	2		30.18	77	81	77					"	"	5	
5				"	N. N. W.	3		30.17	77	79	75					"	"	5	
6			Swinging to	N. N. W.	"	3		30.16	77	79	75					"	"	5	
7			Ebb	S. N.	"	3		30.17	77	78	75					"	"	5	
8				"	"	3		30.17	77	76	71					"	"	7	
9				"	N. N. W.	3		30.18	77	75	71					"	"	9	
10				"	"	3-4		30.18	77	75	71					"	"	9	
11			Swinging to	"	"	3-4		30.17	77	75	71					"	"	9	
Mid.			Ebb.	N. by E.	"	3		30.15	77	75	71					b.	cum.	10	

under the command of *Commander E.T. Strong*, U.S.Navy,

Tuesday, May 4, 1897

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Commences and until 4 A.M.

Clear....

steady. Riding to ebb current.

From 4 to 8 A.M.

Clear and pleasant....

Received in Supplies and Accom....

lbs. beef, 140 lbs. vegetables.

From 8 A.M. to Merid.

Clear and pleasant....

quarter at 9.30 and exercised L....

2nd Division infantry and gun instruction....

period. Began swinging to ebb at....

From Merid. to 4 P.M.

Clear and pleasant....

falling slowly. Exercised port watch....

good working order.

From 4 to 8 P.M.

Clear and pleasant....

steamer went to sea and Pla....

swinging to flood at 6 o'clock.

From 8 P.M. to Mid.

Clear and pleasant....

then falling. Riding cross um....

Examined and found to be correct.

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LOG of the UNITED STATES

Ship Essex
At anchor off Key West, Florida

Third Rate,

Hour.	Knots.	Tenth.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Clear Wind, in Miles.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																
1				N by W.	West	4-5		30.15	77	75	72		b.c.	cum. str.	7	
2				"	"	4-5		30.15	77	75	72		"	"	8	
3				"	"	4-5		30.14	76	75	72		"	"	7	
4				"	"	4-5		30.14	76	75	72		"	"	8	
5				"	N. W.	4-5		30.14	76	76	72		"	"	4	
6				"	N. N. W.	3-4		30.15	76	76	72			"		
7	Swinging to Ebb.			N. W. by N.	North	3-4		30.16	77	77	71		b.c. g. p.	min. str.	3	
8				S. W. by S.	"	4		30.17	76	76	70		b.c.	cum. str.	4	
9				S. W.	"	3-4		30.18	76	77	70		"	"	8	
10				"	"	3		30.19	76	77	70		"	"	8	
11	Swinging to Ebb.			West	"	3		30.20	77	77	70		"	"	8	
Noon.				S. by W.	N. W.	2-3		30.20	77	77	70		"	"	8	

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

0 1 "
0 1 "
0 1 "
0 1 "
0 1 "
0 1 "

miles.

miles.

0 1 "
0 1 "

550 gallons.

1550 "

tons, 800 lbs.

122 " 2200 "

P. M.																			
1	Ebb	S by E	N. W.	2	30.18	78	79	73					b.c.	cum.	6				
2		"	"	2	30.16	78	81	73					"	"	6				
3		"	"	3	30.15	78	81	73					"	"	6				
4		"	North	2	30.14	79	80	72					"	"	7				
5		"	"	2	30.14	80	80	72					"	"	7				
6		"	"	3	30.15	80	79	72					b.	min.	10				
7	Swinging to Ebb.	S. W.	"	3	30.16	80	78	72					"	"	10				
8		"	"	3	30.17	78	78	72					"	"	10				
9		"	N. W.	3-4	30.18	77	75	70					"	"	10				
10		"	"	3	30.19	76	75	70					b.c.	cum. str.	7				
11		"	"	3-4	30.19	76	75	70					"	"	7				
Mid.			"	3-4	30.20	76	74	71					"	"	7				

under the command of

Commander E. T. Strong
Wednesday May 5th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant, squally. Moderate to stiff breeze from N by N.
Barometer fell slightly. Ebb tide.

J. B. Luby,
Lieutenant R. I. N.

From 4 to 8 A.M.

Cloudy with light rain squalls to clear and pleasant. Gentle to stiff breeze in squalls from N.W. to North. Raising barometer. Received in Dept of Supplies and Accounts fresh provisions as follows: - 112 lbs. Bread: 140 lbs. each of beef and vegetables.
Commenced sunning to flood about 7.10.

L. M. Nance
Ensign R. I. N.

From 8 A.M. to Noon.

Clear and pleasant. Light to moderate breeze from North to N.W. Barometer rising slowly. At 9.30 mustered and inspected at quarters. Exercised apprentices at sunding up and down light yard. Inspected bags. A Board of Survey in Construction Dept, consisting of Lieut. Schatz and Lieut. R. I. N. and Ensign W. C. B. met on board this ship to hold a survey on Construction Articles. By order Commanding Officer released from confinement and restored to duty O. H. Shepherd (App. 3 cl.) expiration of period of confinement. By same authority confined for two (2) days, solitary confinement on bread and water, O. H. Lee (App. 3 cl.) offense: (making an indecent and disrespectful remark to a Petty Officer.

J. N. Jordan
Lieutenant R. I. N.

From Noon to 4 P.M.

Clear and pleasant. Light to gentle breeze from N.W. and North. Barometer falling. Ebb tide. Issued clothing and small stores.

J. B. Luby,
Lieutenant R. I. N.

From 4 to 8 P.M.

Clear and pleasant. Light to gentle breeze from North. Barometer rising. Riding to ebb first part of watch, sunning to flood last hour. Outrigger for topsail and made preparations for sending down yard. Exercised apprentices at reading night signals from "Wharfedale".

J. N. Jordan
Lieutenant R. I. N.

From 8 P.M. to Midnight.

Clear and pleasant. Gentle to moderate breeze from N.W. Barometer rising slowly. Flood tide.

J. B. Luby,
Lieutenant R. I. N.

Examined and found to be correct.

John W. Stewart
Lieutenant R. I. N. Navigator.

LOG of the UNITED STATES

Ship *Essex*
At anchor off Key West, Florida.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Reel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Form of Clouds, by symbols.	Prog. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, dry.	Air, wet.	Wind, at surface.				
A. M.																	
1	<i>Sailing to Ebb.</i>			<i>N. N. W.</i>	<i>N. N. W.</i>	3			30.20	78	73	70		<i>b. c.</i>	<i>cum.</i>	9	
2				<i>North</i>	"	4			30.18	76	73	69		<i>b.</i>	<i>none</i>	10	
3				"	"	4			30.17	77	73	69		"	"	10	
4				"	"	3			30.19	75	73	69		<i>b. c.</i>	<i>cum.</i>	9	
5				<i>N. by E.</i>	"	3			30.19	75	74	70		"	"	8	
6				"	"	3			30.19	76	75	71		"	"	7	
7	<i>Sailing to Ebb.</i>			"	"	3			30.20	77	79	73		"	<i>cum. et al.</i>	7	
8	<i>Wind</i>			<i>S. by W.</i>	"	2-3			30.21	77	79	74		"	"	7	
9				"	<i>N. E.</i>	3			30.21	77	79	75		"	"	6	
10				<i>S. S. W.</i>	<i>N. N. E.</i>	2-3			30.21	77	80	77		"	"	6	
11	<i>Sailing to Ebb.</i>			<i>S. by S.</i>	"	2			30.21	78	82	77		"	<i>cum.</i>	6	
Noon.				<i>N. by W.</i>	"	2			30.21	78	82	77		"	"	7	

Position at 8 A. M. { Latitude by
Longitude by{ Latitude by observation
Longitude by observationPosition at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

550 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1000

Coal consumed during the preceding 24 hours,

tons, lbs.

Coal remaining on hand at noon,

122 " 2200 "

P. M.																	
1				<i>North</i>	<i>N. N. E.</i>	2			30.20	77	83	78		<i>b. c.</i>	<i>cum.</i>	7	
2				"	"	2			30.19	79	83	79		"	"	7	
3				"	"	1-2			30.17	79	83	79		"	"	7	
4				"	<i>East</i>	1-2			30.17	79	83	79		"	"	7	
5				<i>N. by E.</i>	"	1-2			30.18	79	80	76		<i>b. c. m.</i>	<i>air.</i>	7	
6				<i>N. W. E.</i>	<i>E. S. E.</i>	1			30.18	79	79	75		"	<i>cum. et al.</i>	3	
7	<i>Sailing to Ebb.</i>			<i>S. E.</i>	"	0-1			30.20	79	77	75		"	"	4	
8	<i>Wind</i>			<i>South</i>	"	0-1			30.22	79	77	75		"	<i>cum. et al.</i>	4	
9				<i>S. by W.</i>	<i>N. E.</i>	1			30.22	79	76	75		"	"	4	
10				"	<i>East</i>	1			30.22	79	76	74		"	"	4	
11				"	"	1-2			30.22	78	76	75		"	"	4	
Mid.				"	"	2-3			30.22	78	76	75		"	"	6	

under the command of

Commander E. T. Strong
Thursday, May 6th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and cool. Gentle to moderate N.W. breeze

M. Hulse
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Light to gentle breeze from N.W. Barometer rising. Riding to ebb until 7:30 when coming to flood. Received on board in Dept. Supplies and Accounts 140 lbs each of fresh beef and vegetables and 112 lbs bread. Sent down for topsail yards.

J. M. Jordan
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear and warm. Light to gentle breeze from N.E. and N.W. Barometer steady. Flood tide until 11:30 when coming to ebb. At 10 formed, inspected and drilled battalion in heavy marching order. Pay Clerk John Early, U. S. Navy, was sent on shore to the Marine Hospital for treatment.

J. C. Ledy
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear and warm. Light air to light breeze from N.E. to the East. Tumbling coxswain starboard side and painting boat topside. Coated sailing launch out of water. Received in Construction Dept., a rough sketch for 2^d cutters mast. Overhauling topsail sheet cleave and quarter blocks of lower yards. New York steamer Queen came in at 3:45.

M. Hulse
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair to cloudy, very hazy. Calm to light air from East and E. S.E. Barometer rising. Ebb tide at first, slack water last half.

J. C. Ledy
Lieutenant U. S. N.

From 8 P.M. to Midnight

Cloudy to fair. Light air to gentle breeze from N.E. to the East.

M. Hulse
Lieutenant U. S. N.

Examined and found to be correct.

John H. Stewart
Lieutenant U. S. N.

Navigator.

LOG of the UNITED STATES

Ship *Essex*
At anchor off Key West, Florida.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Fores.			Height in inches.	Ther. attd.	Air, Dry Bulb.	Air, Wet Bulb.	Water Surface.				
A. M.									a.								
1	<i>Sailing to Ebb</i>			<i>S by N.</i>	<i>SE.</i>	2			30.22	78	76	75		<i>b.c.</i>	<i>cum. cum.</i>	4	
2				<i>N by E</i>	<i>NE.</i>	2-3			30.22	78	75	75		"	"	4	
3				<i>"</i>	<i>"</i>	2-3			30.22	77	75	75		"	"	4	
4				<i>"</i>	<i>"</i>	2-3			30.22	77	75	75		"	"	5	
5	<i>Sailing to Flood</i>			<i>N NE.</i>	<i>E NE.</i>	3			30.24	76	75	73		"	<i>cum. strat.</i>	4	
6				<i>NE by N.</i>	<i>"</i>	3			30.24	76	75	72		"	"	2	
7				<i>NE by E.</i>	<i>"</i>	3			30.24	77	77	74		"	"	3	
8				<i>E by S.</i>	<i>"</i>	2-4			30.26	77	77	74		<i>b.c. g.</i>	<i>cum.</i>	2	
9				<i>South.</i>	<i>East</i>	3-4			30.28	77	78	74		"	"	3	
10				<i>"</i>	<i>"</i>	3-4			30.27	77	78	74		"	"	2	
11				<i>"</i>	<i>"</i>	3			30.26	78	78	74		<i>O. c. m.</i>	"	0	
Noon.				<i>"</i>	<i>"</i>	3			30.26	78	78	74		"	"	0	

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																	
1	<i>Sailing to Ebb</i>			<i>E. by S.</i>	<i>E. NE.</i>	4			30.27	78	79	74		<i>b.c.</i>	<i>cum. strat.</i>	2	
2				<i>NE. by N.</i>	<i>East</i>	3-4			30.27	78	79	74		"	"	4	
3				<i>N NE.</i>	<i>"</i>	4			30.24	78	79	72		"	<i>cum. strat.</i>	5	
4				<i>"</i>	<i>"</i>	4			30.22	78	79	72		"	<i>cum. strat.</i>	3	
5	<i>Sailing to Flood</i>			<i>"</i>	<i>"</i>	4			30.22	78	78	72		"	"	3	
6				<i>"</i>	<i>"</i>	3-4			30.22	78	77	73		"	"	3	
7				<i>NE. by E.</i>	<i>E. NE.</i>	3			30.24	78	77	73		"	"	3	
8				<i>E. by S.</i>	<i>"</i>	2			30.25	78	76	72		"	"	5	
9				<i>South.</i>	<i>East</i>	2			30.26	77	75	70		"	"	5	
10				<i>"</i>	<i>"</i>	2			30.26	77	75	70		"	"	5	
11				<i>"</i>	<i>"</i>	2			30.26	77	75	70		"	"	5	
Mid.				<i>"</i>	<i>"</i>	2-3			30.25	77	75	70		"	"	3	

under the command of

Commander E. T. Strong
Friday, May 7th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Turning to ebb at 2.

Fair to cloudy. Light to gentle breeze from S.E. to N.E.

R. D. Trudale
Lieutenant U. S. N.

From 4 to 8 A.M.

Fair to cloudy, equally last hour. Light to moderate breeze from E. N.E. Barometer rising. Ebb tide until 6, when turning to flood. Carried all morning orders. Received in Dept of Supplies and Accounts, 112 lbs. bread and 140 lbs. each of fresh beef and vegetables.

J. G. Aubrey
Lieutenant U. S. N.

From 8 A.M. to Noon

Cloudy to overcast. Gentle to moderate breeze from the East. Squally. Finished fishing for topsail yard and sent it up. Received in Magazine Dept 400 gallons lard oil. By order of the Commanding Officer, A. H. Lee, A. S. C., was released from confinement ten having expired and A. Radehoff, A. S. C., was placed in solitary confinement on bread and water for the day; officer, refusing to obey orders of a petty officer.

M. H. Hulme
Lieutenant U. S. N.

From Noon to 4 P.M.

Cloudy, hazy to N.E. Moderate breeze from E. N.E. and East. At 12.30 started fire under boiler No. 1 for distilling. Barometer falling. Turning to wind and ebb tide at 1.15.

R. D. Trudale
Lieutenant U. S. N.

From 4 to 8 P.M.

Cloudy. Moderate to gentle breeze from the East to E. N.E. Liberty party returned, no absences. Brought quarter deck hammock clothes aboard. At 4.30 began distilling. At 4 the Mascotte came in and at 6.15 steamer Couchs came in.

M. H. Hulme
Lieutenant U. S. N.

From 8 P.M. to Midnight

Cloudy. Light and gentle breeze from East. Low clouds from S.W. and W., higher clouds banking slightly to N.E. Distilling. Moon set about 11.05.

R. D. Trudale
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship *Essex*
At anchor off Key West, Florida.

Third

Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Form of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			a Height in inches.	Ther. at 10.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
									-0.15									
A. M.																		
1				South	East	3			30.24	77	75	71		b.c.w.	num. stat.		7	
2	Surging to			"	"	2			30.24	77	75	71		"	"		6	
3	Ebb.			East	"	2			30.24	77	75	71		"	"		5	
4				N. by E.	E. N. E.	2			30.24	77	75	72		b.c.d.	"		4	
5				"	"	2			30.24	76	75	73		b.c.g.	"		3	
6				"	N. E.	2			30.26	76	76	74		"	"		3	
7				N. N. E.	"	2			30.29	77	77	75		"	"		4	
8	Surging to			"	"	2-3			30.29	77	78	75		b.c.g.	"		2	
9	Wind			East	"	3			30.30	77	76	75		"	"		2	
10				S. E.	"	3			30.31	77	76	73		"	"		2	
11				South	"	3-4			30.31	77	76	73		b.c.	"		2	
Noon.				"	"	3-4			30.30	77	76	73		s.c.g. p.	"		0	

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																		
1				<i>S. E.</i>	<i>E. N. E.</i>	3-4			30.27	77	77	74			<i>b.c.g. p.</i>	<i>num. stat.</i>	0	
2	<i>Surging to</i>			<i>"</i>	<i>"</i>	3			30.27	78	77	74			<i>b.c.m.</i>	<i>"</i>	3	
3	<i>Ebb.</i>			<i>N. N. E.</i>	<i>"</i>	3			30.25	78	79	74			<i>"</i>	<i>"</i>	3	
4				<i>"</i>	<i>"</i>	3-4			30.24	78	78	74			<i>"</i>	<i>"</i>	4	
5				<i>"</i>	<i>East</i>	3-4			30.25	79	78	74			<i>"</i>	<i>"</i>	3	
6				<i>"</i>	<i>"</i>	3-4			30.25	78	78	74			<i>"</i>	<i>stat.</i>	3	
7				<i>"</i>	<i>N. E.</i>	3			30.26	77	77	74			<i>"</i>	<i>"</i>	4	
8	<i>Surging to</i>			<i>N. E.</i>	<i>"</i>	3			30.27	78	77	74			<i>"</i>	<i>"</i>	2	
9	<i>Wind.</i>			<i>E. by S.</i>	<i>"</i>	3-4			30.27	78	76	73			<i>b.c.g.</i>	<i>"</i>	3	
10				<i>S. E.</i>	<i>E. N. E.</i>	3-5			30.27	78	76	73			<i>"</i>	<i>"</i>	4	
11				<i>South</i>	<i>"</i>	3-5			30.27	78	76	73			<i>"</i>	<i>"</i>	5	
Mid.				<i>"</i>	<i>"</i>	3-4			30.27	78	76	73			<i>"</i>	<i>"</i>	3	

under the command of

Commander E. T. Strong
Saturday, May 8th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Gentle to light breeze from East to E.N.E. Steady barometer. Commenced surging to ebb at 2.30. Light drizzle last hour.

L. M. James
Ensign U.S.N.

From 4 to 8 A.M.

Cloudy and squally. Light to gentle breeze from E.N.E. to N.E. Passing shower last hour. Executed morning order. Received in Pay Dept. 112 lbs fresh bread, 140 lbs. each fresh beef and vegetable. Distilling.

W. H. Huber
Lieutenant U.S.N.

From 8 A.M. to Noon

Cloudy to overcast. Gentle and moderate breeze from N.E. Heavy rain showers first and last hours of watch. Received in Supplies and Accounts the following stores from Naval Storehouse 2042 lbs. sugar, 1960 lbs. flour, 100 lbs rice and 180 lbs. candles. During flood tide at 9.30. Distilling. By order of Commanding Officer released from confinement W. Radcliff App. 3 cl.

R. D. Godale
Lieutenant U.S.N.

From Noon to 4 P.M.

Cloudy with passing rain squalls to N.W. and S.W. Gentle to moderate breeze from E.N.E. Barometer falling. Put liberty party of men and apprentices ashore. Commenced surging to ebb at 2.30. Distilling.

L. M. James
Ensign U.S.N.

From 4 to 8 P.M.

Cloudy. Gentle and moderate breeze from East to N.E. Distilling. Liberty party of apprentices returned except O. E. Lawson and W. Radcliff. Riding to land and ebb tide. Moonlight. W. S. S. Maitland making preparations for sea.

R. D. Godale
Lieutenant U.S.N.

From 8 P.M. to Midnight

Fair and pleasant. Gentle to stiff breeze from N.E. to E.N.E. Steady barometer. At 8.30 commenced surging to flood.

L. M. James
Ensign U.S.N.

Examined and found to be correct.

John H. Strong
Lieutenant U.S.N. Navigator

LOG of the UNITED STATES

Ship *Essex*
At anchor off Key West, Florida.

Third

Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Lowway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Temp. of Clear Sky, in Fahren.	State of the Sea.
					Direction by Standard Compass.	Force.			a	Ther. at 0.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
														Height in inches, at 0.				
										30.15								
A. M.																		
1			Blind	South	E. N. E.	3.4				30.25	77	75	73		b. c. g.	cum. umb.	3	
2				"	"	3.4				30.25	77	75	73		b. c. g. l.	"	3	
3			Swinging to Ebb	S. by E.	"	3.5				30.24	76	74	73		"	"	4	
4				N. E.	"	3.5				30.23	76	74	73		"	"	6	
5				N. N. E.	"	3.5				30.25	76	74	73		b. c. g.	"	5	
6				"	"	3.5				30.26	75	74	73		"	"	4	
7				"	"	3.4				30.28	74	73	72		"	"	4	
8			Swinging to Blind	"	"	2.3				30.30	74	74	72		b. c. g. p.	"	1	
9				E. N. E.	S. E.	2				30.30	75	75	73		b. c. d.	"	3	
10				E. by S.	E. N. E.	2.3				30.30	75	75	73		b. c. p.	"	2	
11				South	"	3				30.29	76	77	75		"	"	3	
Noon.				"	N. E.	3.4				30.27	77	77	75		"	"	2	

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																		
1				<i>South</i>	<i>East</i>	3.5			30.25	77	77	75			<i>b. c. g. p.</i>	<i>cum. umb.</i>	2	
2				"	"	3.6			30.24	77	77	74			<i>b. c. g.</i>	"	2	
3			<i>Swinging to Ebb</i>	<i>East</i>	"	3.6			30.24	77	76	74			"	"	2	
4				<i>N. E.</i>	<i>N. E.</i>	2.5			30.22	77	76	75			"	"	2	
5				<i>N. N. E.</i>	"	2.4			30.21	78	78	76			"	"	3	
6				"	"	2.4			30.21	78	78	75			"	"	4	
7				"	"	2.4			30.22	77	76	73			"	<i>stat.</i>	4	
8				"	"	2.3			30.24	77	76	73			<i>b. c.</i>	<i>cum.</i>	8	
9			<i>Swinging to Blind</i>	<i>N. E.</i>	"	2.3			30.24	77	76	73			"	"	8	
10				<i>E. by S.</i>	"	2.3			30.24	77	75	73			"	"	9	
11				<i>S. by E.</i>	"	2.3			30.23	77	75	73			"	"	9	
Mid.				"	<i>East</i>	2.3			30.22	77	75	73			"	"	7	

under the command of

Commander E. T. Strong
Sunday, May 9th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair and pleasant. Gentle breeze with moderate to stiff squalls from E.N.E. Barometer falling slowly. Lightning to the E. Riding to flood until 3.30, when ship swung to ebb and wind distilling.

J. N. Jordan,
Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy; clouds banked to N.W. Passing rain showers last hour. Gentle to stiff breeze in squalls from E.N.E. Received in Supplies and Accounts following fresh provisions for crew, 112 lbs. bread, 140 lbs. beef and 140 lbs. vegetables. Distilling. Ebb tide. The U. S. Marblehead got underway at 6, and stood out of harbor to N.E. and Id. P. E. Lawson and Ch. Gadeloff App'rs. Chase, returned on board 14 hours overdue.

R. M. Name
Lieutenant U. S. N.

From 8 A.M. to Noon.

Cloudy with passing showers. Light to moderate breeze from S.E. to N.E. Barometer falling after first hour. Had quarters at 9.30, no absence. Commanding Officer inspected the ship and crew. Held Divisor Service. By order of Commanding Officer confined in double room for a period of 10 days, Meland A. E. Cunningham R.; and then J. J. Apparente 3rd class: Officer, continuing to assault a petty officer while in the execution of his duties. By same authority, confined, C. R. Petcher A. 3rd class, under punishment of two days solitary confinement, on bread and water. Officer calling another person in the bay by his name. Distilling. Commenced swinging to flood at 8.30.

L. M. Name
Ensign U. S. N.

From Noon to 4 P.M.

Fair and pleasant, rain squalls around horizon. Light to gentle breeze with stiff to fresh squalls from East to N.E. Barometer falling slowly. By order Commanding Officer confined E. Gallett A. 3rd class, for 5 days in double room, Officer. Withdrawal of order of Officer of the Deck, Riding to flood till 3 P.M. when swinging to wind and ebb. Distilling. Light House tender Laurel came in and went alongside the dock.

J. N. Jordan
Lieutenant U. S. N.

From 4 to 8 P.M.

Cloudy to clear and pleasant. Light to moderate N.W.ly breeze. Ebb tide. Distilling.

L. M. Name
Ensign U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Light to gentle breeze from N.E. to East. Barometer falling slowly. Riding to ebb until 9.40 when ship swung to flood. Distilling.

J. N. Jordan
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N.

Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor off Key West, Florida.

Third Rate,

Hour.	Revs.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Temp. of Air, by symbols.	State of the Sea.
					Direction by Standard Compass.	Force.	Heat.		a	Height in inches, at d.	Ther. at d.	At Dry Bulb.	At Wet Bulb.	Water at Surface.		
A. M.									-0.15							
1			0.00	South	East	2			30.22	77	75	73		b.c.	cum.	8
2				"	"	2			30.22	77	75	73		"	"	8
3				"	"	2			30.20	77	75	73		"	"	8
4	Surging to E. by N.			East	E. by N.	2			30.19	77	75	73		"	"	9
5				E. by N.	E. by N.	2			30.19	77	76	74		"	"	8
6				"	"	2			30.20	76	76	75		"	"	7
7				"	"	3			30.21	77	80	76		"	"	8
8				"	"	3			30.22	78	81	76		"	cum. dist.	6
9				N. N. E.	N. E.	3.4			30.22	78	82	76		"	"	4
10				E. N. E.	"	3.4			30.22	78	82	76		"	"	6
11	Surging to South			E. by S.	East	4			30.20	80	82	76		"	"	6
Noon.				S. E.	"	4.5			30.20	80	81	77		"	"	6

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

500 gallons.

1100 "

2100 "

1 tons, 1600 lbs.

116 " 440 "

P. M.																			
1		Flood	South	East	3.5	30.17	80	80	76					b.c. y.	cum. dist.		4		
2			"	"	3.5	30.15	80	80	76					"	"		3		
3			"	"	4.6	30.14	80	80	76					"	"		3		
4	Surging to		"	"	4.6	30.13	80	80	76					"	"		5		
5	Ebb		E. by N.	"	3.4	30.12	80	80	76					"	"		5		
6			N. E.	"	3.4	30.12	80	79	76					"	"		5		
7			N. N. E.	"	3.5	30.12	80	79	76					"	"		4		
8			"	"	3.5	30.15	78	78	76					"	"		4		
9	Surging to		"	"	3.5	30.16	79	78	76					b.c. y.	"		4		
10	Flood		N. E. by E.	"	3.5	30.17	79	78	76					"	"		4		
11			S. E. by E.	"	3.4	30.18	79	78	76					"	"		4		
Mid.			S. S. E.	"	3.4	30.18	79	78	76					"	"		6		

under the command of

Commander E. J. Strong
Monday, May 10th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Light breeze from East. Barometer fell slightly. Flood tide. Distilling.

J. B. Aubrey,
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Light to gentle breeze from E by N. to E. N.E. Rising barometer. Executed morning order. Loaded sail to dry at 6.15. Started swinging to ebb at 4.30. Distilling.

L. M. Vance,
Ensign U. S. N.

From 8 A.M. to Merid.

Clear and pleasant. Gentle to stiff breeze from N.E. to East. Barometer falling slowly. At 9.30 mustered at quarters, called away all boats "Armed and Away Distant Enemy". Examined boats under oars. Examined at coxswain light yards. Bunt for topsail and light sails. Hoisted sailing launch out of water. Received on board in Dept. Supplies and Accoutrements 140 lbs. each of fresh beef and vegetable and 112 lbs. bread. Distilling. Riding to ebb until 11.00, afterwards between wind and flood.

J. N. Jordan,
Lieutenant U. S. N.

From Merid. to 4 P.M.

Cloudy to fair. Gentle to fresh breeze from East. Barometer falling. Flood tide. Examined signal class and boats crew of port watch. Distilling. Substantially party of men on shore.

J. B. Aubrey,
Lieutenant U. S. N.

From 4 to 8 P.M.

Pleasant and hazy. Gentle breeze with moderate to stiff squalls from East. Barometer steady then rising. Riding between wind and flood until 4.50 when ship swung to wind and ebb. Distilling.

J. N. Jordan,
Lieutenant U. S. N.

From 8 P.M. to Mid.

Cloudy to fair and pleasant; squally. Gentle to stiff breeze from East. Ebb tide until 10, when swung to flood. Barometer rising slowly.

J. B. Aubrey,
Lieutenant U. S. N.

Examined and found to be correct.

John H. Stewart,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex*
At anchor off Key West, Florida.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches at 0.	Ther. at 0.	Air Dry Bulb.	Air Wet Bulb.				
A. M.									30.15	79	78	76				
1			<i>Cloud</i>	<i>Sly W.</i>	<i>East</i>	2-3			30.15	79	78	76	<i>b.c.m.b.</i>	<i>cum.</i>	<i>6</i>	
2				"	"	2-4			30.15	79	78	76	"	"	5	
3				"	"	3-5			30.13	78	76	75	<i>b.c.l.p.g.</i>	"	5	
4				<i>South</i>	"	3-5			30.13	78	76	75	<i>b.c.b.g.</i>	"	5	
5	<i>Surging to</i>		<i>Cloud</i>	<i>N.E. by E.</i>	"	3-4			30.12	78	77	76	"	"	5	
6				<i>N.N.E.</i>	"	3-4			30.14	78	78	76	<i>b.c.m.</i>	<i>cum. stratus</i>	5	
7				"	"	3-6			30.14	79	81	78	<i>b.c.g.m.</i>	"	6	
8				"	"	3-5			30.15	79	82	79	"	"	6	
9				"	"	3-5			30.16	79	83	79	"	"	6	
10				"	"	3-5			30.16	80	83	79	"	"	5	
11	<i>Surging to</i>		<i>Cloud</i>	<i>East</i>	"	3-5			30.16	81	83	79	"	"	5	
Noon.				<i>S.E.</i>	"	3-5			30.16	81	83	79	"	"	6	

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																
1				<i>South</i>	<i>E. S.E.</i>	4-5			30.12	80	81	78	<i>b.c.m.g.</i>	<i>cum.</i>	<i>6</i>	
2				"	"	4-5			30.12	80	81	78	"	"	5	
3				"	"	4-5			30.12	80	80	78	"	"	6	
4				"	"	4-5			30.10	82	80	78	"	"	5	
5	<i>Surging to</i>		<i>Cloud</i>	<i>S.E.</i>	"	4-5			30.09	81	80	78	"	<i>dis. cum.</i>	5	
6				<i>N.E.</i>	"	3-4			30.10	80	80	78	"	"	4	
7				<i>N.E.</i>	<i>East</i>	3-4			30.11	80	80	78	"	"	5	
8				<i>N.N.E.</i>	<i>E. N.E.</i>	3-5			30.13	80	80	78	"	"	7	
9				"	"	3-5			30.14	80	79	78	"	"	7	
10				"	"	3-5			30.15	80	79	78	"	<i>cum. stratus</i>	7	
11	<i>Surging to</i>		<i>Cloud</i>	<i>N.E.</i>	"	3-5			30.15	80	79	78	"	"	7	
Mid.				<i>E. S.E.</i>	<i>East</i>	3-5			30.14	80	79	78	"	"	7	

under the command of

Commander E. J. Strong
Tuesday, May 11th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair. Equally. Lightning to S'd and E'd. Light to strong breeze from the East. Passing shows third hour.

M. Hulse
Lieutenant U. S. N.

From 4 to 8 A.M.

Fair, hazy, around horizon, lightning to the W'd, first part of watch. Gentle breeze with moderate to fresh squalls from East. Barometer rising. Riding to flood until 5.35, after that to ebb. Received on board in Dept. Supplies and Accounts, 112 lb. bread and 140 lb. each beef and vegetables.

J. N. Jordan,
Lieutenant U. S. N.

From 8 A.M. to Noon.

Fair and pleasant, equally and hazy. Gentle to stiff breeze from East. Barometer rose slightly at first then steady. Ebb tide at first then slack water. At 9.30 mustered and inspected all hands. At 9.35 called all hands clear ship for action, cleared ship and went to general quarters, all ready at 10.40. Secured Distilling. By order of the Commanding Officer released from confinement, C. R. Kitchear A. 30, his term having expired.

J. B. Lutz,
Lieutenant U. S. N.

From Noon to 4 P.M.

Fair. Moderate to strong E. S. breeze in squalls. Barometer steady. Put box containing effects of Pay Clerk John Early to the hospital. Dusted magazines, flood cocks which were found in working order. Starboard watch, signal instructions. Distilling.

M. Hulse
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair to clear and pleasant, hazy with light squalls. Lightning to S'd and E'd and W'd. Gentle to stiff breeze from East and E. N. E. Barometer rising. Flood tide at first, ebbing to ebb at 5.30. Distilling.

J. B. Lutz,
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear and damp. Gentle to strong breeze from the East. Distilling. Raining to flood at midnight. Distilling.

M. Hulse
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES *Ship Essex.* *Third* Rate,
At anchor off Key West, Florida and making passage to Gardners Bay, L. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction and Force of Surface Current.	Direction and Force of Underway Current.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.								30.13	80	79	78		b.c.g.	cu.	9	
1			Obsd	Sactl	East	3.5		30.12	80	79	78		"	"	8	
2				"	E. S.E.	3.5		30.11	80	79	78		"	"	7	
3				"	"	4.6		30.11	80	79	78		"	"	7	
4				"	"	3.5		30.12	80	79	78		"	"	8	
5			Surging to S.W.	S.E. by S.	"	3		30.14	80	79	78		b.c. m.	cu. str.	7	
6				N.E. by N.	"	2.3		30.16	80	83	80		b.c.	"	8	
7				N.E.	"	2.3		30.16	80	83	79		"	"	8	
8				"	"	3		30.16	80	83	79		"	"	7	
9				"	"	3		30.16	82	82	79		"	"	6	
10			Under way	Standing out of S.W.	"	3		30.17	82	84	80	79	"	"	5	S.
11	3	0	67.0	E. S.E. 1/4 E.	"	3		30.17	81	84	80	79	"	"	5	"
Noon.	2	3	64.3	S. by N. 1/4 E.	"	3										
	5	5	62.2		"	3										

6.8 Distance by Log.

Position at 8 A. M. { Latitude by Longitude by

Position at noon: { Latitude by observation Longitude by observation Latitude by D. R. Longitude by D. R.

Course made good since preceding noon:

S.E.

Distance made good since preceding noon:

10 miles.

Distance by Log since preceding noon:

6.8 miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by D. R. Longitude by Chronometer from P. M. Observations

24° 18' " N.
81° 41' " W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water detailed during the preceding 24 hours,

1100 "

Water remaining on hand fit for use at noon,

2600 "

Coal consumed during the preceding 24 hours,

3 tons, 240 lbs.

Coal remaining on hand at noon,

111 " 40 "

P. M.																	
1	2	6	62.8	S 1/4 E.	E. S.E.	3	2	30.15	80	81	79	79	b.c.	cu. m.	6	S	
2	2	4	65.2	S 1/2 E.	"	3	2	30.13	80	81	79	78	"	"	6	"	
3	2	4	67.6	S 1/2 E. 1/2 E.	East	3	2	30.09	80	81	79	78	"	"	7	"	
4	2	4	70.0	S 1/2 E. 1/2 E.	E. by N.	4	2	30.09	80	81	79	78	"	"	7	"	
5	2	6	72.6	S 1/2 E. 1/2 E.	East	3	1 1/2	30.09	80	80	78	78	"	fr. cu. cu.	7	"	
6	3	0	75.6	S 1/2 E.	"	3	1	30.10	80	80	78	78	"	fr. cu. cu.	6	"	
7	3	7	80.4	N. N. E. 1/2 E.	E. S.E.	3.4	1	30.13	80	79	78	78	"	fr. cu. cu.	6	"	
8	4	4	84.8	"	"	3	1	30.13	80	79	78	78	"	fr. str.	7	"	
9	3	5	88.3	"	"	3	1 1/2	30.13	80	79	78	78	b.c. w.	"	7	"	
10	4	1	92.4	N. N. E. 1/4 E.	"	4	1 1/2	30.14	80	79	78	78	"	"	7	"	
11	4	8	97.2	N. E. by N.	"	4	1	30.14	80	79	78	78	"	cu. cu.	6	"	
Mid.	2	0	99.7	S. S. W.	"	4	1	30.14	80	79	78	78	"	"	5	"	
	2	0	12		"	4											

under the command of

Commander E. J. Strong
Wednesday May 12th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until .4 A.M.

Clear but damp. Gentle to fresh breeze in squalls from East and E. S. E. Moon set at 1.50. Bunkered distilling at 1.45. Clock tide.

R. D. Fitchdale
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant, hazy first half. Light to gentle breeze from E. S. E. Clock tide until 5.45 when surging to S. W. Barchette rising. At 4.30 started fire under boilers A, B, and D. Carried out morning orders.

J. S. Ledy
Lieutenant U. S. N.

From 8 A.M. to Noon.

Fair. Gentle E. S. E. breeze. Prepared for sea. Brought to chain and at 9.15 called all hand up anchor: got underway and stood out of Key West Harbor the Commanding Officer coming. At 10.30 took departure at Rush entrance to main Ship Channel, course E. S. E. 1/4 E. patent log reading 54. At 10, mustered at quarters and received divisions as follows: Order, pistols: 1st, setting up, gun and pistol instruction: 2nd, signals and pistol instruction: 3rd, single sticks. At 11.25 stopped engines and made sail to north, port tack heading Fly W. S. W. patent log 59.3. Bunkered fire and started distilling. By order of the Commanding Officer, R. E. Hansen (A. S. C.) was made a prisoner at large. Received in Fly Dept. 112 lbs. fresh beef and 140 lbs. each of fresh beef and vegetables.

M. H. H.
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Gentle and moderate breeze from E. S. E. to E. by N. By the wind port tack. At 1.15 set the main and mizzen topmast staysails and gaff top-sail. Set sight of Sand Key Light Bore about 2.30 bearing about N. W. B. Began to see some nomenclature for cables. Bunkered fire under boilers A, B, and D. and distilling.

R. D. Fitchdale
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Gentle to moderate breeze from E. by N. to E. S. E. Barometer rising. By the wind on the port tack, under sail as in preceding watch, till 6.10 when wore ship. Bunkered fire. Distilling. Moonlight.

I. M. Hansen
Ensign U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Gentle to moderate breeze from E. S. E. Barometer rising then steady. Steaming by the wind on starboard tack under all sail to north except mainmast. At 11.15 took in all furling sails and flying jib. At 11.30 wore ship and stood by the wind on port tack. At 9.35 made American Flood Light bearing N. by E 1/4 E. (mag) Stopped distilling at 9.30.

J. W. Jordan
Lieutenant U. S. N.

Examined and found to be correct.

John H. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex *Third* Rate,
Making passage from Key West, Fla. to Gardiner Bay, S. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction & Force of Surface Current.	Direction & Force of Under Current.	Direction & Force of Tides.
					Direction by Standard Compass.					a.	Height in inches.	Theor. attd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
											30.18									
A. M.	41.	2																		
1	3	8	5.0	fly W 1/2 N.	E. S. E.		4		1 1/2	30.12	80	79	77	78		b.c.m.	cu. s.			5
2	3	0	8.0		"		3		1 1/2	30.12	80	79	77	78		"	fr. cu.			7
3	2	8	10.0	fly W 1/4 N.	"		3		1 1/2	30.12	80	78	77	78		b.c.m.	cu. s.			10
4	2	5	Hand in	fly W 1/2 N.	"		3		1 1/2	30.12	80	78	77	78		"	cu. s.			10
5	2	6	"	fly W.	"		3		2	30.14	80	79	78	78		b.c.m.	cu. s.			7
6	0	5	"	N. E. by E.	S. E.		3		2	30.16	80	80	78	78		b.c.	"			8
7	2	0	"	"	"		2		2	30.17	80	81	79	78		"	cu. s.			8
8	1	4	"	"	"		2		2	30.18	80	82	80	78		"	cu. s.			8
9	1	5	"	"	S. E. by S.		2		2	30.19	80	81	79	78		"	cu. s.			6
10	1	5	"	E. N. E.	"		2		2	30.20	80	83	80	78		"	cu. s.			8
11	1	7	"	"	"		2.3		1 1/2	30.19	80	83	80	78		"	fr. cu.			7
Noon.	2	0	"	"	"		2.3		1 1/2	30.18	80	83	80	78		"	cu. s.			8

67.0 Distance by Log.

Position at 8 A. M. { Latitude by D. R.
 Longitude by Observation

24° 08' " N.
 81° 35' " W.

Position at noon: { Latitude by observation
 Longitude by observation
 Latitude by D. R.
 Longitude by D. R.

24° 15' " N.
 81° 28' " W.
 24° 24' " N.
 81° 40' " W.

Course made good since preceding noon:

S. E. 1/2 E.

Distance made good since preceding noon:

18 miles.

Distance by Log since preceding noon:

67 miles.

Current per hour: 15 miles, set S. E. true.

Position at 8 P. M. { Latitude by D. R. from Noon
 Longitude by Chronometer from P. M. Observation

24° 15' " N.
 81° 28' " W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water distilled during the preceding 24 hours,

350 "

Water remaining on hand fit for use at noon,

2650 "

Coal consumed during the preceding 24 hours,

2 tons, 240 lbs.

Coal remaining on hand at noon,

108 " 2080 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Heel.	Leeway.	a.	Height in inches.	Theor. attd.	Act. Dry Bulb.	Act. Wet Bulb.	Act. Surface at Surface.	Act. Air.	Act. Water.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction & Force of Surface Current.	Direction & Force of Under Current.	Direction & Force of Tides.
1	1	8	Hand in	E. N. E.	S. E. by S.	1.2		2	30.17	80	82	80	78				b.c.	cu. s.			7
2	1	7	"	"	"	2		2	30.17	80	82	80	78				"	"			6
3	1	0	"	"	"	1		2	30.12	81	82	80	78				"	"			5
4	1	2	"	N. N. E.	E. by S.	1.2		2	30.10	81	82	80	78				"	"			5
5	1	8	"	N. by N.	E. N. E.	1.2		1	30.12	81	82	80	78				"	"			5
6	2	0	"	N. by N.	E. by N.	2		1	30.14	81	80	79	78				"	"			5
7	1	8	"	N. by W 1/2 N.	E. N. E.	2		1	30.14	81	80	79	78				b.c. pl.	cu. s.			5
8	2	0	"	S. E. by S.	"	2		1	30.17	81	80	79	78				b.c. pl.	cu. s.			5
9	0	0	"	No anchorage	Calms	0		1/2	30.19	80	80	79	78				a.c. t.b.	"			0
10	1	5	"	N. E. by N.	E. S. E.	1		1/2	30.20	81	78	78	78				"	"			0
11	1	5	"	N. E. by E.	S. E.	1		1/2	30.19	81	79	78	78				a.c. t.b.	"			0
Mid.	1	5	"	"	"	1.2		1/2	30.16	81	79	78	78				b.c. t.b.	"			4

under the command of

Commander E. J. Strong
Thursday, May 13th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair to clear and pleasant heavy dew. Bright moonlight and starlight. Moon set about 2.15. Moderate to gentle breeze from E. S. E. Barometer steady. Smooth sea. By the wind on port tack under all sail to topgallant scale. Lost sight of American Fleet Light at about 2.30 bearing about N. N. E.

J. C. Luby,
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and warm. Gentle to light E. S. E. to E. breeze. Executed morning orders. At 5.40 wore ship to starboard tack, club-hauled, heading N. E. by E. Distilling.

Started distilling at 6.

M. W. Hulme,
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear and warm. Light and gentle breeze from E. E. by S. By the wind on starboard tack first haul and on course E. N. E. (per) thereafter. At 9, hauled down flying jib setting it again at 11.40. At 9.30 had quarters and carried apprentices during first period as follows: - 1st Division, engine strikes and gunnery instruction; 2nd Division, revolver; 3rd Division, individual instruction 6th rifle; and revolver. Fourth division, setting up; Special Circular #30, regarding the Bailey Medal for apprentices was read to all the apprentices. Baked fires under A. D. and B. boilers and distilling. Amid bidding during second period.

R. D. Rodale,
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Light air to light breeze from E. E. by S. to E. by S. Barometer falling. On course E. N. E. till last hour when by the wind on port tack. Baked fires. Distilling. Carried apprentices as follows: - Powdermen and Iron topmen, hand lead; main topmen and afterguards; loosing and furling mizzen topsail and signals. Hauled down flying jib at 12.50 and set it again at 3.40.

L. M. Warner,
Quartermaster U. S. N.

From 4 to 8 P.M.

Fair first part watch, cloudy latter part. Lightning around horizon very vivid to the S. W. with thunder. Light air to light breeze from E. N. E. to E. by N. Barometer rising. Steaming by the wind on starboard tack under same sail as preceding watch. At 6.45 wore ship. At 7.15 took in and furl'd signals and flying jib. At 7.00 made American Fleet Light bearing 67 1/2 N. (mag). Distilling.

J. M. Jordan,
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Overcast to cloudy, raining first half. Calm to light breeze from S. S. and S. E. Barometer rising first half then falling. By the wind on port tack at first hauled around to S. E. by E. about 8.40, by the wind on starboard tack rest of watch. Under all sail to topgallant scale, except mizzen. American Fleet Light from N. by N. (mag) at end. Finished distilling.

J. C. Luby,
Lieutenant U. S. N.

Examined and found to be correct.

John H. Stewart,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,

Making passage from Key West, Fla. to Gardiners Bay, L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction & Force of Surface Current.	Direction & Force of Under Current.	State of the Sea.
					Direction by Standard Compass.						α Height in inches.	at mid.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.						
A. M.	17	8	Handled	N E by E 1/4 E	E E by S			2-4		2	30.14	80	79	78	78		b.c. l.g.	cu. n.	3		S
	2	1	"	"	E S E			2-4		2	30.12	80	78	77	78		"	"	4		"
	3	0	8	"	S W			1-2		3	30.13	80	78	77	78		b.c. l.w.	"	4		"
	4	0	5	"	"			1		3	30.13	80	78	77	78		"	cu. n.	4		"
	5	0	0	No anchorage	Calm			0			30.14	80	77	76	78		b.c. m.	cu. n.	3		"
	6	0	0	"	"			0			30.15	80	82	76	78		"	"	4		"
	7	0	0	"	"			0			30.16	81	82	80	78		"	"	6		"
	8	0	0	"	"	Variable		0-1			30.17	82	82	80	79		"	cu. n.	8		"
	9	0	0	"	"	"		0-1			30.18	81	83	79	79		b.c.	cu. n.	8		"
	10	0	0	"	"	"		0-1			30.17	82	83	80	79		"	"	8		"
	11	0	8	South	E by N			1-2		2	30.17	81	82	79	80		"	"	7		"
Noon.	0	8	"	S by E	E S E			2		2	30.17	81	82	79	80		"	"	7		"

23 7 Distance by log.

Position at 8 A. M. { Latitude by D. R.

{ Longitude by Observation

{ Latitude by observation

{ Longitude by observation

Position at noon: {

{ Latitude by D. R.

{ Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by log since preceding noon:

Current per hour: _____ miles, set _____ true.

Position at 8 P. M. {

{ Latitude by Bearings of 4 P.M.

{ Longitude by " " "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																				
1	0	7	Handled	S by N.	E. S E	1-2	2	30.13	82	81	80	80	b.c.	cu. w.	6	S				
2	1	2	"	S 1/2 N.	E. by S	1-2	2	30.11	82	81	79	80	"	fr. cu.	6	"				
3	1	0	"	"	"	1	2	30.10	82	81	81	80	"	"	6	"				
4	0	1	"	South	E. N E	0-1	2	30.10	82	83	80	80	"	"	6	"				
5	1	0	"	S S E.	E. by N.	0-1	2	30.12	82	82	80	80	"	"	4	"				
6	1	0	"	S E.	"	1	2	30.12	82	82	79	80	"	fr. w.	4	"				
7	1	0	"	"	N E by E.	1	2	30.13	82	81	79	80	b.c. l.	"	4	"				
8	1	5	"	South	E by S	2	2	30.15	82	81	79	80	"	"	4	"				
9	1	0	"	S by E.	E. by S	2	2 1/2	30.15	82	80	79	80	"	fr. w.	4	"				
10	2	0	"	S E by S	E S E	2-3	2 1/2	30.16	82	80	79	80	"	cu. w.	5	"				
11	1	5	"	S S E.	E. N E	2-3	2 1/2	30.16	81	80	79	80	"	cu. w.	5	"				
Mid.	2	0	"	S 1/2 E.	E. by S	2-3	2 1/2	30.15	81	80	79	80	"	fr. cu.	4	"				

under the command of

Commander E. J. Strong
Friday, May 14th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy, misty, lightning all about. Moderate breeze to light air from E. by S. to E. S. E. Under full power sail to topgallant sails and main topsail. At 12.10 set main and mizzen topmast staysails. At 1.10 wind shifted to the East in light squall taken aboard. Took in main and mizzen topmast staysails, main topsail and sparker, then at 1.40 ran ship heading S. W. At 2.10 blew wind hauled to S. d. and E. d., set for and aft sail. At 3.30 ran ship to N. d. and E. d.

M. W. Hulme
Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy to clear and warm. Calm and light variable air. No steamers during the watch. Distilling. Lighted a steamer at 6 standing to E. d. American Pilot Light House in sight, bearing abt North at 8, distant about 16 miles. At 4.30 took in main topsail, sparker, main and mizzen topmast staysails.

R. D. Fiske
Lieutenant U. S. N.

From 8 A.M. to Noon.

Calm and warm. Calm to light breeze from E. by N. and East. Barometer steady. By the wind on the starboard tack till 9.45 when started to wear ship finishing at 10.15. Had quarter at 9.30 and carried all hands at General Quarters: all divisions reporting ready in 2 min: 15 sec. Secured at 10 o'clock. Carried at Gun Quarters. At 10 o'clock set royal, main and mizzen topmast staysails, main topsail, sparker and gaff topsail, and at 10.50 flying jib. At noon American Pilot Light House bore N. W. (mag) distant 15 miles. Baked fine.

J. W. Hance
Ensign U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Calm and light air to light breeze from E. S. E. to E. N. E. Barometer falling then steady. Tacking by the wind on port tack. No change of sail. Carried apprentices at bearing lead, marked first examination, putting on monkey gear and setting up. By order Commanding Officer released from confinement and restored to duty E. Mallott, App. S. d., expiration of confinement. A steamer and schooner in sight during watch.

J. R. Jordan
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair and pleasant. Lightning to N. d. and E. d. and S. d. and N. d. Calm to light breeze from N. d. and E. d. first three hours and from E. by S. last hour. Barometer rising. Smooth sea. By the wind on port tack under all sail. At 5. Commenced distilling. At 5.15 called all hands and carried reefing topsails.

J. B. Lundy
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Fair to clear: lightning all around horizon. Light to gentle breeze from E. N. E. to E. by S. Dull and by Under all sail except mainmast. Fire barked distilling. At 6 bells a buoy crossed on bow standing to N. d. and N. d.

M. W. Hulme
Lieutenant U. S. N.

Examined and found to be correct.

John H. Plummer
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third* Rate,
Making passage from Key West, Fla. to Gardiners Bay, L. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.					TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force and Direction of Surface Current.	State of the Sea.
					Direction by Standard Compass.	Height in fathoms.				a	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.								
A. M.	14	0																				
1	1	8	<i>Hauled in</i>	<i>S 1/2 E</i>	<i>East</i>	<i>1 1/2</i>	30.14	82	80	78	80	<i>b. c. l.</i>	<i>b. c. l.</i>	<i>cu. n.</i>							4	<i>S</i>
2	2	2	"	<i>Smith</i>	<i>E. by S.</i>	2-3	30.12	81	80	77	80	"	"	<i>cu. n.</i>							5	"
3	1	8	"	<i>S by N.</i>	<i>E. by E.</i>	2	30.11	81	80	78	81	"	"	<i>cu. n.</i>							5	"
4	1	4	"	<i>Smith</i>	<i>E. by S.</i>	2	30.11	81	80	78	81	"	"	<i>cu. n.</i>							3	"
5	3	7	<i>11.5</i>	<i>SSE</i>	<i>E. by N.</i>	3	30.14	80	79	76	81	"	"	<i>cu. n.</i>							2	"
6	2	8	<i>13.2</i>	<i>SSE by S.</i>	<i>S. N. E.</i>	3	30.14	80	79	76	81	<i>b. c. p.</i>	<i>b. c. p.</i>	<i>cu. n.</i>							2	"
7	1	0	<i>16.0</i>	<i>N. N. E.</i>	<i>N. E.</i>	1-2	30.14	81	80	77	81	<i>b. c.</i>	<i>b. c.</i>	<i>cu. n.</i>							4	"
8	1	0	<i>Hauled in</i>	<i>N. E. by N.</i>	<i>S. E.</i>	0-1	30.14	82	84	80	82	"	"	<i>cu. n.</i>							5	"
9	1	0	"	"	"	1	30.16	82	85	80	82	"	"	<i>cu. n.</i>							5	"
10	1	0	"	<i>N. E. 1/2 E.</i>	"	1	30.17	82	86	81	82	"	"	<i>cu. n.</i>							5	"
11	0	0	"	<i>No steeringway</i>	<i>Calms</i>	0	30.17	82	86	82	82	"	"	<i>cu. n.</i>							5	"
Noon.	0	0	"	"	<i>Variable</i>	0-1	30.16	82	86	82	82	"	"	<i>cu. n.</i>							5	"

31.7 Distance by log.

Position at 8 A. M. { Latitude by *D. R.* 23° 54' " *N.*
Longitude by *Observation* 81° 07' " *W.*

{ Latitude by observation 24° 04' " *N.*
Longitude by observation 80° 56' " *W.*
Position at noon: { Latitude by D. R. 23° 57' " *N.*
Longitude by D. R. 81° 30' " *W.*

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour *24* 31 miles, set *E N E 3/4 E* true.

Position at 8 P. M. { Latitude by *D. R. from Noon* 24° 20' " *N.*
Longitude by *Chronometer from P. M. Observation* 80° 34' " *W.*

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																						
1	1	0	<i>Hauled in</i>	<i>N. E. 1/2 E.</i>	<i>E. by S.</i>	1	2	30.12	81	86	82	82	<i>b. c.</i>	<i>cu. n.</i>							5	<i>S</i>
2	1	5	"	<i>N. N. E.</i>	"	1-2	2	30.10	81	83	80	82	"	<i>cu. n.</i>							4	"
3	1	5	"	<i>N. by E.</i>	<i>East</i>	2	2	30.09	81	83	79	82	"	<i>cu. n.</i>							4	"
4	1	7	"	<i>N. 1/2 E.</i>	<i>E. by N.</i>	2	2	30.10	81	82	79	82	"	<i>cu. n.</i>							3	"
5	1	5	"	<i>N. N. E. 1/2 E.</i>	<i>N. E.</i>	4	2	30.12	81	77	77	82	<i>a. c. t. b.</i>	<i>cu. n.</i>							0	"
6	2	0	"	<i>S. E. by E.</i>	"	5-3	2	30.12	80	77	77	81	<i>b. c. t. b.</i>	"							3	"
7	2	5	<i>17.0</i>	<i>N. E. by N.</i>	<i>S. E.</i>	3	1 1/2	30.15	79	76	75	80	"	"							2	"
8	2	5	<i>18.4</i>	<i>N. E. 1/4 E.</i>	"	2-3	1	30.15	79	76	75	80	<i>b. c. t. b.</i>	<i>cu. n.</i>							2	"
9	1	8	<i>19.7</i>	"	<i>Smith</i>	2	1	30.16	79	76	74	80	<i>b. c. l.</i>	<i>cu. n.</i>							4	"
10	0	0	<i>Hauled in</i>	<i>E. N. E.</i>	<i>S. by N.</i>	0-1		30.16	79	76	74	80	<i>b. c. l. t. p.</i>	"							2	"
11	0	0	"	<i>No steeringway</i>	<i>Variable</i>	0-1		30.15	79	76	74	80	"	"							2	"
Mid.	1	0	"	<i>N. E. by N.</i>	<i>N. N. E.</i>	1-4		30.15	79	76	74	80	"	"							3	"

under the command of

Commander E D Strong
Saturday, May 15th

, U. S. Navy,

, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy heavy bank of thunder and rain clouds with vivid display of lightning passing from N.W. and N.E. first two hours: during 3rd hour these clouds moved to N.W. banking to N.E. and for remainder of watch their movement uncertain, to N.E. and N.W. Light to gentle breeze from East to S.E. Close hauled on port tack, under all sail except mainmast. At 2.45 took in the main and mizzen topmast staysails and gaff topsail. Banked fire under boilers A. B. and D. and distilling.

P. H. Fiske
Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy and threatening at first: fair and pleasant afterwards gentle breeze to calm and light air from S.E. Steady barometer. At 4.50 set main and mizzen topmast staysails and gaff topsail. By the wind on port tack till 6 o'clock when wore ship. At 7.30 hauled down flying jib. Lightning and thunder in rain squalls around horizon. Banked fire.

L. M. Haines
Ensign U. S. N.

From 8 A.M. to Noon.

Clear and pleasant. Calm and light variable air from S.W. and E.W. Barometer rising then falling. Steering by the wind on starboard tack first part of watch then trying to keep ship's head on course N.E. by E. Under same sail as preceding watch. At 10.30 set flying jib and took in gaff topsail. A steamer in sight standing to the N.W. and a sail standing to the E.W.

J. W. Jordan
Lieutenant U. S. N.

From Noon to 4 P.M.

Fair to cloudy and warm. Light air to light breeze from E. by S. East and E. by N. Barometer falling until last hour when commenced to rise. Smooth sea. By the wind on starboard tack under all sail except mainmast and gaff topsail. Distilling.

J. S. Ledy
Lieutenant U. S. N.

From 4 to 8 P.M.

Overcast to cloudy with rain thunder and lightning: clearing 5th hour. Moderate to light breeze from E. by N. to S.E. At 4.10 hauled down fore and main topmast staysails the land shifting to N.W. of East and evening slightly aback. At 4.55 taken haul aback by squall from N.W. backed around on port tack and took in royal and flying jib. Wind freshening and hauling to E.W. Took in topgallant sails leading S.E. by E. At 6.40 weather clearing, wore ship to N.W. and all topgallant sails, main and mizzen topmast staysails and main topsail; ship gradually coming up. At 7, on course N.E. by E. put on port log reading 17: wind falling lighter last hour. At 7.30 stopped distilling. Dark banked.

M. O. Wallace
Lieutenant U. S. N.

From 8 P.M. to Mid.

Cloudy. Light rain showers 2nd and last hour. Lightning from S.W. to N.W. and N.E. On course N.E. by E. first hour. No steering until 11.20 when put on course N.E. by E. Light breeze from S.E. Calm and light air from S.W. to S.E. shifting to N.W. last hour in moderate breeze. At 8.30 took in spinnaker: at 9.30 the main and mizzen topmast staysails: at 11.20 the main topmast staysail and 1.40 the topgallant sails, at same time hauled on main topsail. At 10 sighted Alligator Reef light bearing about N.W. by N. Three steamers standing to the N.W. and a barkentine standing to N.W. sighted during watch. Banked fire under A. B. and D. boilers.

Examined and found to be correct.

P. H. Fiske
Lieutenant U. S. N.

John W. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship *Essex* Third Rate,

Making passage from Key West, Fla. to Gardiners Bay, L. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.				TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Height in inches.				Ther. at 5 ft.	At Dry Bulb.	At Wet Bulb.	Water at Surface.						
A. M.	17	0									6.15								
1	20		20.7	N E.	N N. by N.	1-3	1/2	30.13	79	76	74	80	b.c. pl.	cu. n.	2	8			
2	10		Keel	E. N E.	N by N.	1-2	1	30.11	79	76	74	80	b.c. pl.	fr. n.	6				
3	04		"	East	N N E.	0-1	1	30.10	79	76	74	80	"	ci. cu	7	"			
4	00		"	No steering way	Calu	0		30.10	79	76	74	80	"	"	6	"			
5	10		"	N E. by E.	N N.	0-1	2	30.10	79	77	76	80	b.c. m.	"	5	"			
6	14		"	"	"	1-2	2	30.12	80	78	76	80	"	cu. n.	5	"			
7	18		"	"	N N. by E.	3	2	30.14	79	78	76	80	b.c.	cu. n.	5	"			
8	34	23.1		N E. 3/4 N.	"	3	1 1/2	30.14	78	78	76	80	"	ci. cu.	5	"			
9	35	28.4		N E. 1/2 N.	"	3	1 1/2	30.17	78	78	76	80	"	b. cu.	5	"			
10	36	29.0		"	"	3	2	30.17	78	77	75	80	"	fr. cu.	6	"			
11	30	31.5		N E.	"	3	2	30.18	78	79	75	80	"	"	6	"			
Noon.	25	32.9		"	"	2-3	2	30.16	78	79	75	80	"	"	7	"			

40 8 Distance by log.

Position at 8 A. M. { Latitude by D. R.
Longitude by Observation

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

25° 10' " N.
79° 58' " W.
25° 28' " N.
79° 44' " W.
24° 26' " N.
80° 27' " W.

Course made good since preceding noon:

102 miles.

Distance made good since preceding noon:

40.8 miles.

Current per hour: 3 miles, set N. N. E. 1/4 E. true.

Position at 8 P. M. { Latitude by *Polaris at 7.15
Longitude by Chronometer from P.M. Observation

26° 00' " N.
79° 04.5' " W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water distilled during the preceding 24 hours,

700 "

Water remaining on hand fit for use at noon,

2800 "

Coal consumed during the preceding 24 hours,

1 tons, 1280 lbs.

Coal remaining on hand at noon,

103 " 1600 "

P. M.	2	6	35.0	N E.	N N. by N.	3	2	30.14	80	78	74	81	b.c.	cu. n.	5	8
1	7	35.6		N N.	N by E.	3	1 1/2	30.13	80	78	74	81	"	"	5	
2	10	37.5		N N. by N. 1/4 N.	N N. E.	3	1	30.11	80	78	74	81	"	"	6	
3	14	40.6		N N. by N. 1/4 N.	N N. E.	3	1	30.10	80	79	75	81	"	cu. n.	6	
4	29	43.5		N N. by N.	N E.	3	1	30.10	80	79	75	81	"	S.	6	
5	26	46.1		N N. by N.	N E. by E.	3	1 1/2	30.11	79	79	75	80	"	cu. n.	4	
6	21	48.2		N N. by N. 1/4 N.	"	3	1 1/2	30.11	79	79	75	80	"	cu. n.	5	
7	20	50.2		N N. by N. 1/4 N.	E N E.	3	1 1/2	30.11	79	78	74	80	"	S. cu.	6	
8	17	51.9		"	"	3	1 1/2	30.11	79	78	74	80	b.c. pl.	"	7	
9	15	52.7		N N. by N. 1/4 N.	"	2	1 1/2	30.16	79	78	74	80	"	S.	9	
10	14	Keel		"	N E. by E.	2	2	30.17	79	78	74	80	"	"	9	
11	18			N N.	"	2	2	30.17	79	78	75	80	"	fr. cu.	8	
Mid.	03			E E.	"	2	2	30.17	79	78	75	80	"	"	4	

28.6

under the command of

Commander E. J. Strong
Sunday May 16th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy and rainy at first. Clear and pleasant afterwards. Light air and gentle breeze from N.W. by N. veering to N.E. and falling to calm. Barometer S.E. by N. at first then by the wind on port tack. At 12.30 set spunkers. Alights. Light in sight first hour of watch bearing about S.W. by N. 12 N. Lightning in rain squalls. Bright moonlight. Banked fire.

S. M. James
Ensign U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Light air to gentle breeze from N.W. to N.N. by N. Barometer rising then steady. Steering a course N.E. by N. and by the wind on port tack under all sail to 7 miles except mainsail. At 7.00 set all sail except mainsail. A steamer passed steering to N.W. and E.S. and on headed to the S.W. and N.W. two sail in sight standing to S.W. and E.S.

J. M. Jordan
Lieutenant U. S. N.

From 8 A.M. to Noon.

Fair to clear and pleasant. Light to gentle breeze from N.W. by N. Barometer rising at first commenced to fall last hour. Smooth sea. By the wind on port tack under all sail except mainsail. Course to be made North. At 9.30 mustered and inspected at quarters. Commanding Officer inspected ship and crew. At 10, held Divine Service on gun deck.

J. B. Aubrey
Lieutenant U. S. N.

From Noon to 4 P.M.

Fair and pleasant. Gentle breeze from N.W. by N. to N.E. At 1.20 won ship. At 1.35 on starboard tack close hauled heading N.N.W. Fire banked.

W. H. Milne
Lieutenant U. S. N.

From 4 to 8 P.M.

Cloudy to clear and pleasant. Gentle breeze from N.E. to E.N.E. By the wind starboard tack. No change in sail. Commenced distilling at 4, and finished at 8. Men rose at 7.15. Barque on port beam at noon, hauled down to N.W. at sundown.

P. T. Fiedale
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Light breeze from E.N.E. to N.E. by E. Steady barometer. By the wind on the starboard tack till 11.30 when won ship. At 8.20 took in flying jib. Banked fire. Lightning around the horizon.

S. M. James
Ensign U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship Essex. *Third* Rate,
Making passage from Key West, Florida, to Gardine's Bay, L. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			a Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	25	6																
1	1	8	Handled	E. by S.	N. N. E.	2-3	2	30.15	79	78	75	80	b. c. l.	cu. s.	6	S.		
2	1	8	"	E. S. E.	"	2	2	30.15	79	78	75	80	"	"	5	"		
3	2	0	"	E. S. E. 1/2 E.	"	2-3	2	30.15	79	78	75	80	"	cu. n. s.	4	"		
4	2	0	"	E. by N.	North	2	2	30.15	79	78	75	80	"	"	4	"		
5	2	0	"	N. E. 1/2 E. 1/2 S.	N. N. W.	2	2	30.15	79	77	75	80	b. c.	"	5	"		
6	1	8	"	E. by N.	N. by E.	2	2	30.16	79	78	75	80	"	"	5	"		
7	1	5	"	E. N. E.	North	2	2	30.17	78	78	75	80	"	"	5	"		
8	1	8	"	E. by N.	N. by E.	2	2	30.18	78	78	75	80	"	"	5	"		
9	1	8	"	E. S. E. 1/4 E.	N. N. E.	3	2	30.21	77	78	74	80	"	a. cu. fr. s.	5	"		
10	2	0	"	East	N. by E.	3	2	30.22	78	78	74	80	"	"	4	"		
11	2	4	"	"	"	3	2	30.23	78	78	75	80	"	"	4	"		
Noon.	2	4	"	E. by N.	North	3	2	30.23	78	78	75	80	"	cu. cu.	5	"		

48 9 *Situate by day.*

Position at 8 A. M. { Latitude by *D. R.*
Longitude by *Observation* 0
Latitude by observation
Position at noon: { Longitude by observation
Latitude by *D. R.*
Longitude by *D. R.*

26° 40' " *N.*
79° 42' " *W.*
26° 48' " *N.*
79° 34' " *W.*
25° 34' " *N.*
79° 35' " *W.*

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: 3.1 miles, set *N. by E.* true.

N. by E.
83 miles.
48.9 miles.

Position at 8 P. M. { Latitude by ** Polaris*
Longitude by *Chronometer from P. M. Observation* 0

27° 12' " *N.*
79° 37' " *W.*

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water *Distilled.* during the preceding 24 hours,

500 "

Water remaining on hand fit for use at noon,

2700 "

Coal consumed during the preceding 24 hours,

1 tons, 2080 lbs.

Coal remaining on hand at noon,

107 1760 "

P. M.																		
1	3	0	52.7	N. N. W.	N. by E.	3-4	1	30.20	79	79	75	80	b. c.	cu. cu.	6	S.		
2	4	6	57.3	N. N. by W. 1/4 W.	N. N. E.	4	1 1/2	30.20	79	79	75	80	"	fr. cu.	6	"		
3	5	1	62.4	"	"	5	1 1/2	30.19	79	79	75	80	"	fr. cu. w.	6	"		
4	5	0	67.4	N. W. by W.	"	6	1 1/2	30.19	79	78	75	81	"	"	5	S.		
5	2	0	71.9	E. by N.	North	5-6	1 1/2	30.18	79	78	75	81	b. c. w.	"	5	"		
6	4	6	76.5	E. N. E. 1/4 E.	"	5-7	1	30.19	79	78	75	81	"	"	4	"		
7	3	8	80.3	E. N. E. 1/2 E.	"	6-7	2	30.21	79	76	74	81	"	"	4	S.		
8	3	0	82.5	E. N. E.	N. by W.	6-7	3 1/2	30.21	79	76	74	81	b. c. w.	"	5	"		
9	2	5	84.1	E. N. E. 1/2 E.	"	6-7	4	30.24	80	76	74	81	b. c.	a. cu.	4	"		
10	2	2	85.4	"	"	4-6	4	30.24	80	76	74	81	"	fr. w.	5	"		
11	2	2	86.5	N. by E.	North	4-6	4	30.23	80	76	74	81	"	"	5	"		
Mid.	1	4	87.1	N. N. W. 1/2 W.	N. E. by E.	4-6	4	30.23	79	76	74	81	"	cu. cu.	5	"		

under the command of

Commander E. T. Strong
Monday, May 17th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Bright moonlight. Light to gentle breeze from N.E. to North. Barometer steady. Steaming by the wind on port tack under all sail except mainsail, and flying jib. A steamer passed standing to the Sd.

J. R. Jordan,
Lieutenant U. S. N.

From 4 to 8 A.M.

Fair and pleasant. Light breeze from N.W. first hour and from Sd and E. rest of watch. Barometer rising slowly. Smooth sea. By the wind on port tack under all sail except mainsail and flying jib. At 7.30 set flying jib.

J. B. Gentry,
Lieutenant U. S. N.

From 8 A.M. to Merid.

Fair to cloudy. Gentle breeze from N.E. to the North. At 9.30 mustered at quarters and exercised as follows: Gordon Division, pistol firing: 1st, single sticks and small arms instruction; 2nd, small arms instruction; 3rd, signals gun instruction. At 11.30 reamanship instruction, all apprentices. By order of Commanding Officer C. P. Bassett, U. S. C., was placed in solitary confinement on bread and water for one day: offense, repeated disorder at drill.

M. H. Hulse,
Lieutenant U. S. N.

From Merid. to 4 P.M.

Fair. Moderate to fresh breeze from S by E. and N.E., freshening last half hour. At 12.05 wore ship and brought by the wind starboard tack. At 1.00 took in and furl'd royals and flying jib: at 3.45 the topgallant sails, mizen topmast staysail and gaff staysail. Distilled distilling at 1.00. Saw steamer sighted ahead standing to N and E. A three masted schooner, 4 miles on port quarter on starboard tack and a big about 8 miles on lee beam on starboard tack in sight at 4.

R. T. Threlkeld,
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair. Stiff to fresh breeze from North to N by W. Barometer steady last half. By the wind on the starboard tack till 4.30 when wore ship and took in main topmast staysail. At 4.20 sighted Jupiter. Inlet light bearing N by W 1/2 N (mag) At 6.35 called at hands and took single reef in topsails, hauling down and stowing jib. Commenced distilling at 5.00 clock and finished at 7.30. Baked fishes. Rough sea.

L. M. Kame,
Ensign U. S. N.

From 8 P.M. to Mid

Clear and pleasant. Moderate to fresh breeze with fresh to very fresh squalls from N by W. to N.E. by E. Barometer falling very slowly. Steaming by the wind on port tack until 11.00 when wore ship and stood by the wind on starboard tack rest of watch. A sailing vessel crossing the bow, on port tack, at end of watch. No change of sail.

J. R. Jordan,
Lieutenant U. S. N.

John W. Stewart,
Lieutenant U. S. N. Navigator.

Examined and found to be correct.

LOG of the UNITED STATES

Ship Essex *Third* Rate,
Making passage from Key West, Florida, to Gardiners Bay, L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.				Height in inches.	Ther. at 5 ft.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
										30.15									
A. M.	41	9																	
1	16	88.3		N. N. W. 1/2 W.	N. E.	5	3	30.22	78	76	73	81		b. c.	from	5	0		
2	20	89.9		"	"	5	3	30.21	78	76	74	81		"	"	6	"		
3	30	92.5		"	"	5	2	30.21	78	77	74	81		"	"	5	"		
4	34	95.1		N. N. E. by N.	"	5	2	30.21	78	77	74	81		"	"	5	"		
5	26	97.7		N. N. W. 1/2 W.	"	5	3	30.23	78	77	74	81		"	dis. cum.	4	"		
6	26	0.3		"	"	4.5	3	30.24	78	76	74	81		"	"	4	"		
7	22	2.5		N. W.	N. N. E.	5	3	30.26	78	75	74	81		"	"	2	"		
8	05	Ther. in		N. N. W.	E. N. E.	4.6	3	30.28	78	73	72	78		o. c. g. p.	cu. m.	0	"		
9	25	"		E. 1/2 S.	N. N. E.	6.7	2 1/2	30.28	78	75	72	78		o. c. g.	sc. cu.	0	"	R.	
10	42	3.0		"	"	6.7	2 1/2	30.31	77	75	72	79		b. c. g.	"	2	"		
11	36	6.6		"	"	7	2 1/2	30.31	77	75	72	79		"	"	2	"		
Noon.	41	10.7		E. by S.	"	7	2 1/2	30.31	77	76	73	79		"	"	2	"		

74 2 Distance by log

Position at 8 A. M. { Latitude by D. R.
 Longitude by Observation 0

Position at noon: { Latitude by observation
 Longitude by observation
 Latitude by D. R.
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: 3.2 miles, set N. 1/2 W. true.

Position at 8 P. M. { Latitude by * Polaris
 Longitude by Chronometer from P. M. Observation 0

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

27° 55' " N.
 80° 01' " W.
 27° 57' " N.
 79° 50' " W.
 26° 42' " N.
 79° 42' " W.
 N. by E.
 72 miles.
 74.2 miles.

28° 06' " N.
 79° 29' " W.

500 gallons.
 500 "
 2700 "
 1 tons, 1280 lbs.
 100 " 480 "

P. M.																		
1	4	3	15.0	E. by S.	N. N. E.	7-8	2 1/2	30.30	76	75	72	80		o. c. g. p.	cu. s.	0	R.	
2	3	0	18.0	E 1/2 S.	N by E.	7-8	2 1/2	30.30	76	75	72	80		b. c. g.	cu. m.	2	"	
3	3	1	21.1	"	"	7-8	2 1/2	30.31	76	75	71	80		"	fr. m.	1	"	
4	2	6	23.7	East	"	7-8	2 1/2	30.30	76	75	70	80		"	"	1	"	
5	3	1	26.8	"	"	6-8	2 1/2	30.30	76	75	69	80		"	"	4	"	
6	3	1	29.9	E by S.	"	7-8	2 1/2	30.30	76	74	68	80		"	fr. m.	6	"	
7	2	9	32.8	"	"	7-8	2 1/2	30.30	76	74	68	80		"	fr. m.	6	"	
8	2	5	35.3	"	"	7-8	2 1/2	30.32	76	74	69	79		"	fr. m.	7	"	
9	2	1	37.4	E 1/2 S.	"	6-7	3	30.32	76	74	69	78		fr. c. g. b.	"	6	"	
10	2	0	39.5	"	"	5-7	3	30.32	76	74	69	78		"	"	6	"	
11	2	5	41.9	E. by S.	N. N. E.	5-7	3	30.32	76	74	69	78		b. c. g.	"	6	"	
Mid.	2	0	44.7	N N W.	N E by E	5-7	3	30.31	76	74	69	78		"	"	6	"	

34.2

4-20

under the command of

Commander E. T. Strong
Tuesday, May 18th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair and pleasant, bright moonlight. Stiff breeze from N.E. Barometer falling slightly at first then steady. Moderate sea. By this time on starboard tack, under fore topmast staysail, foresail, mizzen reefed topsails, main topsail and spanker at first at 12.30 set main and mizzen topmast staysails and at 1.30 set chock reefs off of topsails. Distilling.

J. S. Libby
Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy to overcast. Moderate to fresh breeze from N.N.E. to E.N.E. At 6.30 hauled down main and mizzen topmast staysails and at 7.10 cleared down topsails to black squall, from that time on raining very heavily until 7.50 when clearing, set topsails again and main topsail and spanker. Begun distilling at 8.

W. W. Whelan
Lieutenant U. S. N.

From 8 A.M. to Noon.

Cloudy, squally fresh to very fresh breeze from N.N.E. At 8.10 went ship, bringing by the wind on port tack. At 9.20 took a single reef in the topsails. Put one pattern log at 10, reading 308. Rough to heavy sea. By order of Commanding Officer released from confinement, E. P. Casew, A. S. C. and placed, N. K. Houtchens, A. S. C. in solitary confinement on bread and water for one day: offense, disobedience of orders. At 11.50 passed close astern of barque standing to N.W. A schooner on lee bow standing to E. and a big on lee quarter standing to N.W. in sight at noon. At 8, got a sounding with machine in 46 fathoms gray sand, pebbles and broken shell.

P. D. Trumble
Lieutenant U. S. N.

From Noon to 4 P.M.

Cloudy. Fresh breeze to moderate gale in squalls from N.N.E. to N by E. Light drizzle first hour. By the wind on port tack. At 12.50 called all hands and took a second reef in the topsails and single reefed the foresail. Got up and hove for storm staysail and storm mizzen, and put on jennet brace with jigger on main yard. Rough sea running with the wind. Finished distilling at 3.00 clock. Bunked fire. Steady barometer.

L. M. W. W. W.
Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Fresh breeze to moderate gale from N by E. Barometer steady then rising. Steering by the wind on port tack. No change of sail. A schooner in sight until sunset on port quarter. Stated distilling at 5.30, stopped at 7.30.

J. W. Jordan
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear to fair and pleasant. Moon rose about 9.30; squally with lightning to N.W. and the first half of midnight and sea moderating. Stiff to fresh breeze from N by E at first backing to N.E. by E. last hour. Rough sea. Barometer steady first three hours commenced to fall last hour. By the wind on port tack until 11 when went ship to N and N.W. By the wind starboard tack reef of mizzen under fore topmast staysail, single reefed foresail, double reefed topsails, main topsail and spanker.

J. E. Libby
Lieutenant U. S. N.
John W. Stewart
Lieutenant U. S. N. Navigator

Examined and found to be correct.

LOG of the UNITED STATES

Ship Essex. *Third* Rate,
Making passage from Key West, Florida, to Gardiner Bay L. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					a Height in inches, at d.	Ther. at d.	Air.	Wet Bulb.	Water at Surface.					
A. M.	34	2																	
1	2	8	47.2	N. N. E.	N. E. by E.		5.7		3	30.81	75	74	69	78		b.c.g.	fr. cu. m.	2	R.
2	2	2	49.2	N. N. E. 1/2 E.	"		4.7		3	30.80	75	74	69	79		"	"	2	"
3	2	2	50.0	"	"		4.7		3	30.80	75	74	69	79		"	"	3	"
4	2	2	51.4	"	"		5.7		3	30.29	76	74	69	79		"	"	3	"
5	2	6	54.0	N. N. by E.	"		6.7		2 1/2	30.80	76	73	69	79		"	"	2	"
6	3	5	57.5	N. N. E. 1/2 E.	"		5.7		2 1/2	30.32	75	73	69	79		"	"	3	"
7	3	1	60.6	"	"		5.6		2 1/2	30.84	75	74	70	79		"	cu. fr. s. cu. m.	3	"
8	2	5	62.9	"	"		5.6		2 1/2	30.84	75	75	70	79		"	"	4	"
9	1	9	64.8	"	"		5.6		2 1/2	30.36	76	75	70	79		"	fr. cu.	5	"
10	1	8	66.7	E. by S.	N. N. E.		5.6		2 1/2	30.36	76	75	70	79		"	"	4	"
11	1	5	68.0	"	"		5.6		2	30.36	76	75	70	79		"	"	4	"
Noon.	2	0	69.5	E 1/2 S.	"		5.6		2	30.35	76	75	70	79		"	"	5	"

62.5 Detained by fog.

Position at 8 A. M. { Latitude by D. R.
 Longitude by Observation

Position at noon: { Latitude by observation
 Longitude by observation
 Latitude by D. R.
 Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: 2.7 miles, set North true.

Position at 8 P. M. { Latitude by D. R. from Noon
 Longitude by Chronometer from 9th Observation

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

28° 48' "N.
 79° 43' "W.
 28° 44' "N.
 79° 38' "W.
 27° 43' "N.
 79° 43' "W.
 N. by E 1/2 E.
 52 miles.
 62.5 miles.
 28° 46' "N.
 79° 26' "W.

500 gallons.

300 "

2500 "

1 tons, 80 lbs.

99 " 400 "

P. M.																			
1	3	0	72.2	E. by S.	N. N. E.		5.7		2 1/2	30.84	76	75	70	79		b.c.g.	cu. m.	4	R.
2	3	5	75.0	"	"		5.7		2 1/2	30.33	76	75	70	79		"	"	4	"
3	3	3	78.3	"	"		5.7		2 1/2	30.31	76	75	70	79		"	"	4	"
4	3	2	81.5	"	"		5.7		2 1/2	30.30	76	75	71	79		"	"	4	"
5	3	5	85.0	"	"		5.7		3	30.29	76	74	71	79		"	"	4	"
6	2	5	87.0	E 1/2 S.	"		5.7		3	30.29	76	74	71	79		"	"	2	"
7	3	0	88.1	"	"		5.7		3	30.29	76	74	71	79		o.c.g.	cu. m.	0	"
8	3	0	90.2	"	"		5.7		3	30.29	77	74	70	79		b.c.g.	"	4	"
9	3	0	91.3	"	"		5.7		3	30.29	78	74	70	79		"	"	7	"
10	2	6	93.0	"	"		5.7		3	30.29	78	74	70	79		"	"	7	"
11	1	9	94.0	N. N. E. 1/4 E.	N. E. by E.		4.6		3	30.28	77	74	71	79		"	"	5	"
Mid.	2	6	95.3	N. N. E. 1/2 E.	"		4.6		3	30.27	76	74	71	79		"	"	5	"

35.1

under the command of

Commander E. T. Strong
Wednesday May 19th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy. Strong to very fresh breeze from N.E. by E. in squalls. Ship under double reefed topsails, single reefed foremast, for topmast staysail, main topsail and spanker. Sea rough. Quin hauled. At 3, portent log failed with sea swell.

M. W. Hulme
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy, equally. Stiff to very fresh breeze from N.E. by E. By the wind starboard tack. Lighted two balloons to wind standing to E & E. Commenced distilling at 7. Rough to moderate sea.

A. D. Thadale
Lieutenant U.S.N.

From 8 A.M. to Noon

Fair and pleasant. Stiff to fresh breeze in squalls from N.E. by E. to N.W. Steady barometer. By the wind on the starboard tack till 9 o'clock when we ship. Took off portent brasses (except fore) and jumper on main yards. At 10.45 shot reef out of foremast. At 11 o'clock all mainsail and foremast main topsail hauled and sent below for storm staysail and storm mizzen. Let force die out and took off streaming canvas. Had quarters at 9.30 and carried diners as follows:- 1st Division, revolver instruction and exercise; 2nd Division, great guns and setting up drill; 3rd Division, great guns, signals and pistols. Powder Division, great guns and pistols. By order of Commanding Officer released from confinement, Ireland, A. E. Cunningham R.; Bear, J. P. and Bantam, N. P. Appointed crew, their periods of confinement having expired. Confined by same authority, Muddell, A. R. 3d, no day solitary confinement, on bread and water: offense, disobedience of order. Rough sea from N.W.E.

L. M. Haines
Ensign U.S.N.

From Noon to 4 P.M.

Clear and pleasant. Stiff to very fresh breeze from N.W.E. Barometer falling. No change of sail. A barkentine in sight first part of watch standing to the N. Rough sea.

J. W. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M.

Cloudy to overcast equally. Stiff to fresh breeze from N.W.E. Barometer falling slowly. Rough sea. By the wind on port tack under for topmast staysail, canvas, single reefed topsails, and spanker hauled 5.15, when called all hands and took second reef in the topsails and single reefed the canvas.

J. B. Luby
Lieutenant U.S.N.

From 8 P.M. to Midnight

Cloudy. Moderate to very fresh breeze from N.W.E. to N.E. by E. At 10.00 ship. At 10.13 on heading by N.W., then by the wind on starboard tack. Moon rose at 10.23.

M. W. Hulme
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator

LOG of the UNITED STATES

Ship Essex *Third* Rate,
Making passage from Key West, Florida to Gardiners Bay & D

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		A. Height in inches at 0.	Ther. at 0.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	35	1						30.15									
1	2	5	96.2	N. N. W.	N. E. by E.	5-6	2	30.25	77	74	72	78	64 g. l.	fr. cu.	1	M.	
2	2	4	98.2	N. N. W. 1/4 W.	"	5-6	2	30.24	76	74	71	78	"	"	3	"	
3	3	0	1.2	N. N. W. 1/2 W.	"	5-6	2	30.25	76	74	71	78	64 g.	"	4	"	
4	3	2	1.8	"	"	5-6	2	30.25	76	74	71	78	"	cu. n.	5	"	
5	2	8	2.8	N. N. W.	"	4-6	2 1/2	30.24	76	74	71	78	"	cu. n.	4	"	
6	2	5	Frederick	"	"	4-6	2 1/2	30.25	76	75	72	78	"	"	5	"	
7	2	7	"	"	"	4-6	2 1/2	30.26	76	75	71	78	"	"	5	"	
8	2	6	"	"	"	4-6	2 1/2	30.27	76	75	70	79	"	"	5	"	
9	3	0	"	N. N. W. 1/2 W.	"	4-6	2 1/2	30.28	76	76	70	79	"	fr. n.	4	"	
10	3	4	"	"	"	4-6	2 1/2	30.27	76	76	70	79	"	"	4	"	
11	3	6	"	"	"	4-6	2 1/2	30.28	76	76	70	79	"	cu. cu.	1	"	
Noon.	3	6	"	N. E. by N.	N. E.	4-6	2 1/2	30.27	77	75	70	80	"	"	4	"	

70 - 4 Distance by Log.

Position at 8 A. M. { Latitude by D. R.

{ Longitude by Observation

{ Latitude by observation

Position at noon:

{ Longitude by observation

{ Latitude by D. R.

{ Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: 1.5 miles, set N. by N. 1/4 W. true.

Position at 8 P. M. { Latitude by * Polaris

{ Longitude by Chronometer from P. M. Observation

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																	
1	2	5	hauled in	E. S.	N. by E.	4-6	2	30.25	77	76	71	80	b. e. g.	fr. cu.	5	M.	
2	4	0	"	E. by S.	N. N. E.	4-6	2	30.22	77	76	71	80	"	"	5	"	
3	4	4	"	"	"	4-6	1/2	30.19	77	75	71	80	"	"	5	"	
4	5	0	"	E. S. 1/2 E.	N. E. by N.	4-7	1/2	30.19	77	75	71	79	b. e. g. p.	"	6	"	
5	3	0	"	E. 1/2 S.	N. N. E.	4-6	2	30.17	77	75	71	79	b. e. g. n.	"	5	"	
6	3	2	"	E. by S.	"	4-6	2	30.15	77	75	71	79	"	"	5	"	
7	2	0	"	"	"	4-6	2	30.15	77	74	70	78	b. e. g. n.	"	5	"	
8	1	8	"	"	"	4-6	2	30.14	77	74	70	78	b. e. g. p.	"	6	"	
9	2	0	"	E. 1/2 S.	"	4-5	2	30.17	77	74	70	78	b. e.	fr. cu.	6	"	
10	1	7	"	"	"	3-5	2	30.17	77	74	70	78	b. e. g. m.	"	6	"	
11	2	0	"	E. by S.	"	3-5	2	30.15	76	72	70	78	b. e. g. p.	"	4	"	
Mid.	1	0	5	N. E.	N. E. by E.	3-5	2	30.14	76	72	70	78	"	"	4	"	

under the command of

Commander E. T. Strong
Thursday May 20th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy. Stiff to fresh breezes in squalls from N.E. by E.
By the wind starboard tack under double reefed topsails, single reefed courses for topmast staysail and spanker. Small patent log fad at 1.00th Mm. chiding. Moderate sea.

R. S. Risdale
Lieutenant U. S. N.

From 4 to 8 A.M.

Fair and pleasant. Moderate to fresh breezes in squalls from N.E. by E. Barometer rising. Executed morning orders. By the wind on starboard tack. At 7.10 tacked the reefs out of courses and one reef out of topsails. At 7.40 set main and mizzen topmast staysails. Moderate sea.

L. M. Hume
Ensign U. S. N.

From 8 A.M. to Noon.

Clear and pleasant. Moderate to fresh breezes from N.E. by E. to N.E. Barometer fluctuating one tenth. Steaming by the wind on starboard tack. Moderate sea. At 9.30 mustered at quarters. Carried 1st Division ab setting up and gunnery instruction; 2nd Division, ditto; setting up and revolver instruction. Forward Picket, at gunnery instruction. After Division signals. A barkentine in sight, standing to N.W. and E. and a schooner standing to the E. At 11.00 hauled up mainmast to repair it, set it again at 11.40. By order Commanding Officer released from confinement A. Wendel, A. 3 C., expiration of period of confinement.

J. R. Jordan
Lieutenant U. S. N.

From Noon to 4 P.M.

Fair to clear, squally with passing showers back home. Moderate to fresh breezes from N. by E. at first hauling to N.E. by N. back home. By the wind on starboard tack under single reefed topsails, courses, for main and mizzen topmast staysails and spanker. At 12.10 went ship to E., shook reefs out of topsails and set jib. By the wind on port tack reef of watch. At 3.10 took in mizzen topmast staysail and at 3.50 took in jib and main topmast staysail. Carried appearance of watch on deck in squalls, log, lead and knotting and splicing. By order of Commanding Officer released F. D. McLaughlin (App 3 C.) from confinement, hither harnight expired.

J. B. Luby
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair weather. Moderate to fresh N. N.E. breeze. Passing shower back home. At 6.40 took double reefs in the topsails and a single reef in the courses.

M. M. Hume
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Fair to cloudy. Passing rain squalls 2nd part. Gentle and stiff breezes from N. N.E. and N.E. by E. By the wind port tack, until 11.30, when went ship. Moonlight after 11. Lightning in passing clouds.

R. S. Risdale
Lieutenant U. S. N.

Examined and found to be correct.

John H. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship *Essex* Third Rate,
 Making passage from Key West, Florida to Gardiners Bay, L. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.					TEMPERATURE.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.					a. Height in inches.	Ther. at 4 ft.	Wet Bulb.	Air Wet Bulb.	Water at Surface.									
A. M.	33	1								-2.15													
1	1	7	Tauled in	N. N. W.	N. E. by E.		3-5		2	30.13	76	74	70	78	bcg					fr. cu.		4	M.
2	1	6	"	"	"		3-5		2	30.12	76	74	70	78	"					"		6	"
3	1	6	"	N. N. W. 1/2 W.	"		3-5		2	30.11	76	74	70	78	"					"		6	"
4	1	6	"	"	"		3-4		2	30.11	76	74	70	79	"					"		6	"
5	2	0	"	N. W. 1/2 N.	N. E. by N.		3-4		2	30.11	76	74	69	79	"					cu. s.		5	"
6	3	2	"	N. W.	N. N. E.		3		2	30.12	77	74	70	79	bc.					"		5	"
7	2	5	"	N. W. 1/2 W.	N. by E.		3		2	30.13	76	75	71	79	"					"		5	"
8	2	0	"	N. E. by E.	North		3		2	30.14	76	75	71	79	"					"		5	"
9	3	0	"	"	N. N. W.		3		1	30.14	77	76	71	79	"					"		6	"
10	3	0	"	N. E. by E. 1/2 E.	N. by W.		3		1	30.12	77	76	71	79	"					"		6	"
11	3	0	"	N. E. by E.	N. N. W.		3		1	30.12	77	77	72	79	"					fr. cu. s.		5	"
Noon.	2	5	"	N. E. 1/2 E.	"		2-3		1	30.10	77	77	72	79	"					"		6	"

60.8 Distance by log.

Position at 8 A. M. { Latitude by * Polarix at 4 A. M.

Longitude by Observation 0

Latitude by observation

Longitude by observation

Position at noon:

Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: 1.5 miles, set N. N. W. 1/2 N. true.

Position at 8 P. M. {

Latitude by D. R. from Noon

Longitude by Chronometer from P. M. Observation 0

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

1600 "

Coal consumed during the preceding 24 hours,

tons, 800 lbs.

Coal remaining on hand at noon,

98 " 1840 "

P. M.																							
1	2	0	Tauled in	N. E. 1/4 E.	N. W. by N.		2		2	30.08	77	77	72	79	bc.					fr. cu. s.		5	S
2	1	6	"	N. E. by N.	N. W.		2		1	30.06	77	78	73	79	"					cu. s.		6	"
3	0	5	"	"	"		1		3	30.04	77	79	74	79	"					cu.		7	"
4	0	7	"	"	N. N. W.		1		1	30.04	78	79	75	79	"					"		8	"
5	0	5	"	N. N. E. 1/2 E.	"		1		1 1/2	30.04	79	79	75	80	bc. m.					fr. cu.		9	"
6	0	5	"	N. N. E.	"		1		1 1/2	30.03	79	79	75	79	"					"		9	"
7	0	3	"	"	S. S. W.		1			30.03	79	79	72	78	"					"		9	"
8	1	5	"	"	S. E. by S.		1-2			30.03	79	76	73	79	bc. m.					cu. s.		9	"
9	2	5	"	N. N. E. 1/2 E.	"		2-3			30.05	79	76	73	79	bc. m.					"		10	"
10	3	2	2.6	"	S. by E.		3			30.05	79	76	73	79	"					"		10	"
11	4	4	7.0	"	South		4			30.06	78	76	73	79	"					"		10	"
Mid.	4	4	11.4	"	S. by W.		4			30.06	78	76	73	79	"					"		10	"

22 1

under the command of

Commander E. T. Strong
Friday, May 21st

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair and pleasant. Gentle to stiff breeze in squalls from N.E. by E. Barometer falling slowly. By the wind on the starboard tack under double reefed topsails, singles reefed main and fore topmast staysail and spanker.

S. M. Warner
Ensign U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Gentle to moderate breeze from N.E. by N. to North. Barometer rising. Steaming by the wind on starboard tack under same sail as freshening watch. At 4.45 took out all sail in topsails and courses and set jib. At 7.00 wore ship and stood on close hauled on port tack. At 7.30 set topmast sail and main and mizzen topmast staysails. Several sail in sight during watch.

J. R. Jordan,
Lieutenant U. S. N.

From 8 A.M. to Noon.

Fair to clear and pleasant. Gentle to light breeze from S. by N. and N. by E. Barometer falling slowly. Moderate swell. By the wind on port tack under all sail to topgallant sails except main topmast until 11.20 when set royals and flying jib. At 9.30 mustered and inspected at quarters. At 9.36.50 rounded to General Quarters. Details reported as follows: After Order, 9.37.15: Forward Order 9.38.10. Deck 9.38.20. Ship 9.38.35. Second 9.39.00. Secured at 10.06. At 10.10 arrived at First Quarters: secured at 10.15.

J. B. Luby,
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear. Light breeze to light air from N.W. by N. to N. by W. At 1.00 came up to course N.E. by N. Latter half of watch, ship had barely stowage way.

M. H. Luce,
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear, but squally and hazy around the horizon. Light air from N.W. to South, and light breeze from South to S.E. by E. Course N.E. by N. changing to N.E. at 4.20 but barely stowage way until about 7.15. At 6.00 took in spanker. At 6.45 the flying jib, for main and mizzen topmast staysails and mainsail. At 7.30 set lee clew of mainsail and at 7.55 the weather cleared. Smooth sea.

R. D. Fiedale,
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Hazy and damp. Gentle to moderate breeze from S.E. by S. to S. by W. Barometer rising slowly. At 8.55 changed course to N. N.E. 1/2 E. No change in sail till 8.30 when set main and mizzen topmast staysails. Hauled down and stowed main topmast staysail at 11.30. At 9.15 put on spotted log sailing 0.

S. M. Warner
Ensign U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third* Rate,

Making passage from Key West, Florida to Gardine's Bay, L. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction & Force of Surface Current.	Direction & Force of Under Current.
					Direction by Standard Compass.	Force.		α Height in inches.	β at α .	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.															
1	22	1	15.5	N. N. E. $\frac{1}{2}$ E.	S. S. W.	3.4		30.03	78	76	73	79	b. m.	none	10
2	4	5	20.0	"	"	3.4		30.02	78	76	74	79	"	"	10
3	5	5	25.5	"	"	4.5		30.02	78	76	74	79	"	"	10
4	5	1	30.6	"	S. W.	4.5		30.02	78	76	74	79	"	"	10
5	5	4	36.0	"	"	5		30.01	78	77	74	77	"	"	10
6	5	4	41.4	"	"	5		30.03	78	78	74	76	"	"	10
7	5	3	49.5	"	N. S. W.	5		30.03	78	78	75	75	"	"	10
8	4	6	39.4	"	Clear	4.5		30.06	78	78	74	75	"	"	10
9	2	0	41.3	N. N. E. $\frac{1}{2}$ E.	N. N. by N.	3	1	30.07	79	78	75	76	b. m.	"	10
10	1	8	41.3	N. E. $\frac{1}{2}$ N.	N. W.	3	1	30.09	78	79	75	77	"	"	10
11	2	5	42.5	N. E. $\frac{3}{4}$ E.	N. N. by N.	3	$\frac{3}{4}$	30.09	78	79	75	76	"	"	10
Noon.	2	8	Scattered	N. E. by E.	N. N. W.	3	$\frac{3}{4}$	30.10	78	79	75	77	"	"	10

71 1 Distance by Log

Position at 8 A. M. { Latitude by D. R.
Longitude by Observation

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

30° 40' "N
78° 56' "W
30° 45' "N
78° 49' "W
30° 45' "N
78° 58' "W
N. E. $\frac{1}{8}$ E.

Course made good since preceding noon:

Distance made good since preceding noon:

73 miles.

Distance by Log since preceding noon:

71.1 miles.

Current per hour: $\frac{1}{3}$ miles, set East true.

Position at 8 P. M. { Latitude by * Polaris
Longitude by Chronometer from P. M. Observation

31° 00' "N
78° 51' "W

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

1100 "

Coal consumed during the preceding 24 hours,

tons, — lbs.

Coal remaining on hand at noon,

98 " 1840 "

P. M.															
1	3	0	43.3	E. N. E. $\frac{1}{4}$ E.	North	3	1	30.10	79	79	76	79	b. m.	none	10
2	1	8	45.1	East	N. E.	3	1	30.11	79	79	76	79	b. m.	fr. m.	8
3	2	5	47.1	N. N. W. $\frac{1}{4}$ W.	N. E. by E.	3	1	30.11	79	79	76	77	"	"	6
4	2	5	49.2	N. E. $\frac{1}{4}$ W.	"	3.4	1	30.11	79	79	76	77	"	"	6
5	2	4	51.1	N. E. $\frac{1}{4}$ W.	E. N. E.	3	1	30.13	79	79	76	77	"	"	5
6	2	4	Scattered	N. E. $\frac{1}{4}$ W.	"	3.4	1	30.14	78	78	75	77	"	"	5
7	3	0	"	North	E. by N.	4	1	30.16	78	77	74	77	"	fr. m.	6
8	2	8	"	N. by E.	East	4	1	30.17	77	76	73	77	"	"	6
9	2	0	"	N. E. $\frac{1}{2}$ E.	E. S. E.	3.4	2	30.20	78	76	73	77	"	fr. ca.	7
10	2	2	"	N. E. $\frac{1}{4}$ E.	E. by S.	3	2	30.21	77	75	73	76	"	"	7
11	0	5	"	N. E. by N.	E. S. E.	3.4	2	30.21	77	75	73	77	b. m.	none	10
Mid.	2	9	"	"	"	3.4	12	30.21	77	75	73	76	"	"	10

under the command of

Commander E. T. Strong
Saturday, May 22nd 1897

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Pleasant and hazy around horizon. Gentle to stiff breeze from S. by W. to W. Barometer falling then steady. Steaming a course N. N. E. $\frac{1}{2}$ E. Under square sail to royals, jib and mizzen topmast staysail. At 11.15 took in staysail. A steamer passed standing to the S.W.

J. N. Jordan,
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear overhead, very hazy around horizon. Stiff to moderate breeze from W. at first, gradually hauling to S.W. Barometer rising. Smooth sea. Steaming course N. N. E. $\frac{1}{2}$ E. under jib and all square sail at first. At 5.40 set flying jib and all staysails. Carried out morning orders.

J. S. Luby,
Lieutenant U. S. N.

From 8 A.M. to Noon

Clear hazy. Gentle breeze from N.W. by W. to N. N. W. At 8.15 set spanker and at 9.45 set gaff topsail. Clearing up ship. By order of the Commanding Officer, A. R. Canine (A. 3c) was placed in solitary confinement, on bread and water for four days: Offense, disobedience of orders.

M. H. Hulme
Lieutenant U. S. N.

From Noon to 4 P.M.

Cloudless to fair, but hazy. Gentle and moderate breeze from North to N.E. by E. By the wind port tack until 1.20, when wore ship. Under all sail except main topsail.

A. H. Tisdale
Lieutenant U. S. N.

From 4 to 8 P.M.

Hazy and damp. Gentle to moderate breeze from N.E. by E. to East. Rising barometer. By the wind on the starboard tack. At 6.50 hauled down flying jib and at 7.10 took in and fished royals. Lighted a schooner hailing about N.E., standing to W. Smooth sea.

J. M. Cannon
Ensign U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Gentle to moderate breeze from E. S. E. to E by S. Barometer rising then steady. Steaming by the wind on starboard tack under all sail to topgallant sails until 11.45, after which on course N.E. by N. At 8.30 hauled down fore topmast staysail.

J. N. Jordan
Lieutenant U. S. N.

Examined and found to be correct.

J. W. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship *Essex* Third
Making passage from Key West, Florida to Gardiners Bay L.I.

Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction & Force of Surface Wind.	Direction & Force of Sky Wind.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air.	Dry Bulb.	Air.	Wet Bulb.					
											30.16									
A. M.	30.	5																		
1	20	5	Heavily	N E by N.	S E by E		3		1/2	30.21	77	75	74	76	b.c.w.	fr. cu.	4	6		
2	15	"	"	N N E 1/4 E	E S E		3		2	30.19	77	75	74	76	"	"	3	"		
3	15	"	"	N N E 1/4 E	E by S		3		2	30.20	77	75	74	76	"	"	5	"		
4	20	"	"	N N E 1/2 E	"		3		2	30.20	77	75	73	76	"	"	6	"		
5	26	"	"	N N E 1/4 E	"		3		1	30.22	76	75	72	76	"	"	5	"		
6	35	51.2	"	N E by N.	E S E		3		3/4	30.24	76	75	73	77	b.c.	cu fr. cu.	6	"		
7	40	55.0	"	"	"		3		1/2	30.26	77	77	74	78	"	"	7	"		
8	36	58.6	"	"	"		3			30.26	77	79	75	78	"	"	8	"		
9	13	61.5	"	N E 1/2 N.	S E		3		1/4	30.27	77	81	76	78	"	fr. cu.	8	"		
10	20	63.3	"	"	"		2-3		1/4	30.27	77	81	76	78	"	"	8	"		
11	20	63.8	"	"	"		2		1/4	30.27	77	80	76	78	"	"	8	"		
Noon.	15	Heavily	"	"	"		2		1/4	30.25	78	80	76	78	"	"	7	"		

59.6 Distance by log

Position at 8 A. M. { Latitude by D. R.
Longitude by Observation
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

31° 26' "N.
78° 38' "W.
31° 42' "N.
78° 32' "W.
31° 32' "N.
78° 34' "W.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: 0.4 miles, set N 1/2 E true.

Position at 8 P. M. { Latitude by * Polaris at 7.30
Longitude by Chronometer from P.M. Observation

32° 07' "N.
78° 03' "W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water distilled during the preceding 24 hours,

600 "

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

tons, 2080 lbs.

Coal remaining on hand at noon,

97 " 2000 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Barometer.	Temperature.	State of the Weather.	Forms of Clouds.	Direction & Force of Surface Wind.	Direction & Force of Sky Wind.	State of the Sea.		
1	19	Heavily		N E 1/2 N.	E S E	2		1/4	30.23	78	78	75	80	b.c.	fr. cu.	6	3
2	26	"	"	"	"	2-3		1/4	30.23	78	78	74	80	"	"	6	"
3	30	"	"	"	E S E	3		1/4	30.21	78	77	74	79	"	"	6	"
4	35	"	"	"	"	3		1/4	30.21	78	77	74	79	"	"	6	"
5	35	"	"	"	"	3		1/4	30.21	78	77	74	79	"	"	5	"
6	37	"	"	"	"	3		1/4	30.21	78	77	74	79	"	"	5	"
7	38	"	"	"	"	3		1/2	30.20	78	77	74	79	b.c.w.	"	5	"
8	40	"	"	"	"	3-4		1/2	30.20	78	77	74	79	"	"	6	"
9	40	"	"	"	SE	3		1/4	30.20	78	76	74	79	b.c.m.h.	"	5	"
10	39	"	"	"	"	3		1/4	30.20	78	76	74	79	"	"	7	"
11	33	"	"	"	E S E	3		1/4	30.20	78	76	74	79	"	fr. cu.	8	"
Mid.	30	"	"	"	"	3		1/4	30.20	78	76	74	79	"	"	8	"

under the command of

Commander E. T. Strong
Sunday, May 23rd

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair to clear heavy dew. Gentle breeze from SE by E. at first, hauling to E. by S. last half. Barometer falling slowly. Choppy sea. On course NE by E. first blow, by the wind on starboard tack set of watch. Under all sail to topgallant sails except fore topmast stay sail and main top sail.

J. B. Luby
Lieutenant U. S. N.

From 4 to 8 A.M.

Fair to clear. Gentle breeze from E by S to E. S. E. At 6.05 put on portab log reading 51.2. At 6.35 set rigals and flying jib. Executed morning maneuvers.

M. W. Hulme
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear and warm. Gentle to light breeze from SE. Tracts - cum clouds from the N. and N. W. On course NE by N. changing to NE 1/2 N (p.c.) At 8.30, portab log 60.2. Hauled in portab log at 11, reading 63.8. At 9.30 had splices and Commanding Officer inspected ship and crew. Immediately afterwards a Divine Service was read by the Commanding Officer. No change in sail.

R. D. Fiske
Lieutenant U. S. N.

From Noon to 4 P.M.

Fair and pleasant. Light to gentle breeze from E. S. E. to SE by E. Barometer falling slowly. On course NE 1/2 N. under sail as at end of preceding watch.

L. W. Warner
Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Gentle to moderate breeze from SE by E. Barometer steady then falling. Steering a course NE 1/2 N. under same sail as preceding watch. At 4.15 set for topmast stay sail. At 6.00 hauled up and furl'd mainsail and set main top sail. Started fore under Boiler C. for distilling purposes. Railed smoke pipes.

J. M. Jordan
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Fair to clear and pleasant, lightning to W. and N. and N. W. Gentle breeze from SE and SE by S. Barometer steady. Smooth sea. Steering course NE 1/2 N. under all sail except mainsail. Commenced distilling at 10.

J. B. Luby
Lieutenant U. S. N.

Examined and found to be correct.

John H. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from Key West, Florida to Gardiners Bay, L. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					a	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
											30.14								
A. M.	4	1																	
1	2	7	<i>Hauled in</i>	<i>NE 1/2 N.</i>			<i>S. S. E.</i>	3			30.18	78	76	73	79	<i>b.c.m.</i>	<i>cu.</i>	8	<i>S.</i>
2	3	8	64.0	"			"	3			30.17	78	76	73	79	"	<i>cu. s.</i>	7	"
3	3	9	67.9	"			"	3			30.16	78	77	73	79	"	"	6	"
4	3	8	71.7	"			"	3-4			30.16	78	76	74	79	"	<i>fr. cu.</i>	5	"
5	3	5	75.2	"			"	3			30.17	78	76	74	79	"	"	4	<i>th</i>
6	3	1	78.3	"			<i>S. by N.</i>	3			30.19	78	77	74	79	"	<i>fr. cu.</i>	4	"
7	3	2	81.5	"			"	3			30.19	78	77	74	79	"	<i>cu. s. fr.</i>	2	"
8	3	3	84.8	"			"	3			30.20	78	78	75	78	"	"	3	"
9	3	9	88.7	"			<i>S. S. W.</i>	4			30.19	79	79	75	78	"	<i>cu. s.</i>	5	<i>S.</i>
10	3	4	92.1	"			"	3			30.19	79	80	76	78	"	"	6	"
11	2	9	95.0	"			<i>S. by S.</i>	3			30.19	80	80	76	78	"	"	6	"
Noon.	3	2	98.2	"			"	3			30.18	80	80	76	78	"	"	7	"

81.9 *Sustained by log.*Position at 8 A. M. { Latitude by *D. R.*
Longitude by *Observation*32° 43' " *N.*
76° 54' " *W.*Position at noon: { Latitude by observation
Longitude by observation
Latitude by *D. R.*
Longitude by *D. R.*33° 22' " *N.*
76° 34' " *W.*
32° 41' " *N.*
77° 27' " *W.*

Course made good since preceding noon:

NE.

Distance made good since preceding noon:

140 miles.

Distance by Log since preceding noon:

81.9 miles.

Current per hour: 2.5 miles, set *NE 1/4 E* true.Position at 8 P. M. { Latitude by *D. R. from Noon*
Longitude by *Chronometer from P. M. Observation*34° 01' " *N.*
75° 42' " *W.*

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water *distilled* during the preceding 24 hours,

900 "

Water remaining on hand fit for use at noon,

1000 "

Coal consumed during the preceding 24 hours,

1 tons, 1760 lbs.

Coal remaining on hand at noon,

96 " 240 "

P. M.																	
1	3	0	1.2	NE 1/2 N.	- S. by S.	3	30.16	79	80	76	78	b.c.m.	a. cu.	2	S		
2	3	3	4.5	"	"	3	30.14	80	80	77	78	"	"	2	"		
3	3	8	8.3	"	P. by W.	3	30.13	79	79	77	78	"	"	3	"		
4	1	5	11.5 13.0	NE 1/4 E.	South	3.4	30.11	79	79	77	78	"	"	2	"		
5	5	8	18.8	"	"	4.5	30.11	80	79	77	80	"	fr. cu. s.	3	th		
6	6	3	25.1	"	"	5	30.11	80	79	77	79	"	cu. s.	4	"		
7	6	9	32.0	"	"	5.6	30.11	80	78	76	79	"	"	3	"		
8	7	0	39.0	"	"	5.6	30.11	80	78	76	79	"	fr. cu.	5	"		
9	6	5	45.5	"	"	5.6	30.13	80	78	76	79	b.c.m.	fr. cu. s.	5	"		
10	6	2	51.7	"	S. by W.	5.6	30.13	80	78	76	79	"	"	4	"		
11	6	5	58.2	"	South	5.7	30.13	80	78	76	79	"	"	3	"		
Mid.	6	6	64.8	"	S. by W.	5.6	30.13	79	78	75	79	"	"	4	"		

666

4-25

under the command of

Commander E. T. Strong
Monday, May 24th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant: misty. Gentle breeze from S.E. Under all sail except main sail. At 2, put on patent log heading 64°. At 2.20 moon rose. Distilling.

W. H. L. H.
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy, slight mist. Gentle breeze from S.E. to S by W. Low fr. mist from South, also fr. W. from the N.W. On course N.E. by N. (40°). Fought a helmsman at 5, on lee bow, standing to N.E., and about 6 miles from her at 8. Distilling. Moderate sea. Took in main topmast stay sail at 5.30.

R. S. L. H.
Lieutenant U.S.N.

From 8 A.M. to Noon.

Lazy and pleasant. Moderate to gentle breeze from S.W. to S by E. Barometer nearly steady. On course N.E. by N. At 8.30 hauled down flying jib and fore topmast stay sail. Had quarters at 9.30 and carried divisions as follows: 1st Division, pistol practice at target in two; 2nd Division, eight strikes and gunnery instruction; 3rd Division, assembling and disassembling of the revolver and single strikes. After Order: great gun: Forward Order: eight strikes. Instructed division in seamanship 2nd period. Confined by order of Commanding Officer, Elliott (A.3.C) one day solitary confinement on bread and water: offense, disobedience of orders. At 11.30 took in main top sail, spraker, gaff top sail and mizzen topmast stay sail. Moon rose. Distilling.

J. M. H. H.
Ensign U.S.N.

From Noon to 4 P.M.

Pleasant and lazy. Gentle to moderate breeze from S.W. by S to South. Barometer falling. Steaming a course N.E. by N. Until 3.45, when, by order of Commanding Officer, changed course to N.E. by E. No change of sail till 2.00, when set flying jib, main and mizzen topmast stay sails, main top sail and spraker. At 3.30 set fore topmast stay sail and gaff top sail. Carried 2nd Division at firing at floating target with revolver. Exercised fore topmast watch at signals: main topmast and afterguards at hoisting and opening; 1st Period. Exercised the watch at log, lead and compass, 2nd period. Exercised both watches at setting up at 3.30. One sail in sight standing to the N.E. Distilling.

J. V. Jordan,
Lieutenant U.S.N.

From 4 to 8 P.M.

Cloudy, misty around horizon. Moderate to fresh breeze from South. Barometer steady. Moderate sea. Steaming course N.E. by E. under all sail except mainmast until 7.30, when took in rigging, flying jib and gaff top sail. Distilling.

J. S. L. H.
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Fair to cloudy. Strong to very fresh breeze from the South to S.W. Lightning all around horizon, but none to N.W. and N.E. At 9.30 hauled down main topmast stay sail and at 11.30 took in mizzen topmast stay sail and spraker. Distilling.

W. H. L. H.
Lieutenant U.S.N.

Examined and found to be correct.

J. H. H. H.
Lieutenant U.S.N. Navigator

LOG of the UNITED STATES

Ship Essex *Third*

Making passage from Key West, Florida to Gardiners Bay, L. I. Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction and Force of Surface Current.	Direction and Force of Under Current.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.						
											0.45									
A. M.	6.6	6	68.0	N E 1/4 E.	S by N.		4.6				30.12	79	77	76	79	b.c.m.	fr. m.	5	M.	
1	5.2	7	70.8	N E.	"		5				30.10	79	77	76	79	"	"	5	"	
2	5	4	76.2	"	S. by N.		5				30.10	79	77	76	79	c.m.	"	0	"	
3	4	8	81.0	"	"		5.6				30.08	79	77	76	79	"	"	0	"	
4	4	7	85.7	"	"		5.6				30.08	79	77	76	79	"	"	0	"	
5	1	5		N E.	N. by N.		2.5				30.11	78	70	69	78	cognat.	fr. m.	0	"	
6	1	9		E. by N.	N. by N.		2				30.12	77	71	70	79	c.m.	"	2	"	
7	6	9		N E.	E. by S.		3		2		30.14	76	72	70	78	"	"	2	"	
8	3	4	87.1	"	"		3.4				30.16	76	73	71	78	b.c.m.	"	2	"	
9	3	6	89.0	"	E. by S.		3.4				30.17	76	73	71	78	c.m.	"	0	"	
10	2	4	92.6	"	"		3.4				30.17	76	73	71	78	c.m.	"	0	"	
11	2	4	95.0	"	S. by N.		2.3				30.18	76	73	72	79	b.c.m.	fr. m.	2	"	
	1	5	95.6	"	N. by N.		2				30.17	77	75	73	79	c.m.	fr. m.	0	"	
Noon.	3	0	95.6	N E 1/4 E	N. by N.		3.5		1		30.19	75	71	70	78	"	"	0	"	

106.7 Distance by Log.

Position at 8 A. M. { Latitude by D. R.
Longitude by D. R.

Position at noon: { Latitude by observation
Longitude by observation D. R.
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: 2 3/4 miles, set N E 1/4 N. true.

Position at 8 P. M. { Latitude by D. R.
Longitude by D. R.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

35° 01' " N.
74° 35' " E.
35° 31' " N.
74° 28' " E.
34° 35' " N.
75° 14' " E.

N E.
164 miles.
106.7 miles.

35° 51' " N.
74° 00' " E.

500 gallons.
1700 "
2200 "
2 tons, 240 lbs.
94 " "

P. M.																							
1	3	0	98.2	NE 1/4 E.	N. N. W.	4	1	30.19	74	76	70	78	c.o.g.m.	cu. m.	0	S							
2	3	5	1.5	E. NE 1/2 E.	N. N. W.	4.5	1	30.19	73	71	69	78	"	"	0	"							
3	1	7	3.2	East N. N. E.	N. N. E.	4.6	1	30.19	73	70	69	78	c.o.g.m.	fr. m.	0	W.							
4	3	1	7.1	N. W.	NE by N.	4.6	2	30.19	72	69	67	78	"	cu. m.	0	"							
5	2	3	9.4	N. W. by N.	NE	4.6	2	30.20	71	69	66	78	c.o.g.m.	"	0	"							
6	2	0	11.2	"	"	4.5	2	30.22	71	69	66	78	"	"	0	"							
7	2	0	13.2	"	"	4.5	2	30.24	70	67	65	78	"	"	0	"							
8	1	5	14.7	N. N. W. by N.	"	4	3	30.25	69	66	64	78	"	"	0	"							
9	1	5	15.2	N. N. W. by N.	"	4	2 1/2	30.28	70	66	64	76	"	"	0	"							
10	2	0	15.2	N. N. W. 1/2 N.	"	4.6	2 1/2	30.26	70	66	64	76	c.o. l. ans	"	0	"							
11	2	5	"	N. W.	NE by N.	4.6	2 1/2	30.27	69	65	63	76	"	"	0	"							
Mid.	3	0	"	N. W. by N.	N. W.	6.3	2 1/2	30.27	68	64	62	79	b.c. l. ans	"	2	"							

28.9

4-200

under the command of

Commander E. D. Strong
Tuesday, May 25th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy to overcast. Moderate to fresh breeze from S. by W. and S. by E. Clouds from S. by E. and W. with lightning and thunder last part. A squall to the S. by E. and S. by E. rising near end of watch. At 1.40 turned reef out of topgallant sail topgallant sails, and at 3.10 the topgallant sails. Distilling. None are 1.30.

R. S. Fiske
Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy and squally. Dried to light breeze from S. by W. veering to E. by S. Barometer rising. At beginning of watch clouds down topgallant and took in jib. Took two reefs in topgallant, set main topgallant and fore of sparker. At 5.40 turned reef out of topgallant sail topgallant sails, jib and headed out sparker. At 6.40 wore ship and headed on course N. by E. Set main and mizzen topgallant staysails. Lightning in rain squalls. Distilling.

L. M. Hance
Ensign U. S. N.

From 8 A.M. to Noon

Cloudy and hazy. Moderate breeze from E. by S., hauled to S. by W. and decreasing in force to a light breeze then hauling to N. by W. and increasing in force to a stiff breeze. Barometer fluctuating. Steaming a course N. by E. under all sail to topgallant sails except mainmast. At 8.45 set royals and flying jib. At 9.45 took in main and mizzen topgallant staysails, main topgallant and sparker. At 11.00 at three again. At 11.45 took in royals and flying jib. At 9.30 mustered at quarters. Examined Powder Division at office: 1st, setting up signals and ordnance instruction; 2^d instruction with revolver and ordnance; 3^d, single strikes; 4th drill, all divisions, seamanship. By order of Commanding Officer, released from confinement and returned to duty. D. Bled, A. S. C., expiration of confinement, and confined for five days on bread and water. J. O. Duvall, A. S. C., offense, refusing to obey the order of Officer of Deck. Distilling. Dried magazine flood cocks and found them in good working order.

J. N. Jordan
Lieutenant U. S. N.

From Noon to 4 P.M.

Overcast, cloudy, misty and squally, thunder lightning and passing rain showers last half. Moderate to fresh breeze from S. by W. at first, hauling to N. by E. last hour. By the wind on port tack under all sail to topgallant sails, except mainmast at first, at 2.15 took in topgallant sails and main and mizzen topgallant staysails. At 2.35 wore ship to N. by E. and W. At 3.10 took in and stowed jib. Distilling. Examined apprentices of watch on deck in signals and hoisting and splicing.

J. S. Fiske
Lieutenant U. S. N.

From 4 to 8 P.M.

Overcast. Moderate to strong N. E. breeze. At 6.45 took a single reef in the topgallant. Barometer rising. Windy. Distilling.

M. H. Hance
Lieutenant U. S. N.

From 8 P.M. to Midnight

Overcast and cloudy, clearing from N. by E. last hour. Moderate and fresh breeze from N. E. and N. by E. hauling last half hour to N. by E. in a gentle breeze with indication of a N. by E. wind. Barometer steady, last part of watch. By the wind starboard tack. Distilling. Temperature of water fell 36° last hour. Moderate to smooth sea.

R. S. Fiske
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from Key West, Florida to Gardiners Bay, L. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.			TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	at 6 ft.				a Height in inches.	Ther. at 6 ft.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
											29.15								
A. M.	28	9																	
1	1	8	Standard	N E by E 1/2 E.	North		3-5		2 1/2	30.28	68	64	62	68	b. c. m.	cu. n.	3		9
2	2	5	"	E N E 1/4 E.	"		4-6		2 1/2	30.26	68	64	62	67	"	"	3		
3	2	1	"	E N E.	"		5-6		2 1/2	30.25	68	64	62	75	"	"	4		
4	2	2	"	E N E 1/2 E.	"		6		2 1/2	30.27	67	64	62	75	"	"	2		
5	2	7	"	"	N by E.		6		2	30.26	67	63	61	76	b. c. m.	cu. s.	1		Ph.
6	2	7	"	"	"		6		2	30.29	67	63	62	76	"	"	1		
7	2	5	"	E N E.	"		6-7		2	30.29	66	62	61	76	o. c. m.	cu. n.	0		
8	1	8	"	N E by E 3/4 E.	North		6-7		2	30.31	67	63	61	76	"	cu. s.	0		
9	2	0	"	N N E.	N E by N		6-7		3	30.33	67	62	60	76	o. c. m.	"	0		
10	2	0	"	"	"		4-6		3	30.33	67	61	60	76	"	"	0		
11	2	0	"	"	"		4-6		3	30.33	67	61	60	76	"	"	0		
Noon.	2	4	"	"	"		4-6		3	30.31	67	61	60	76	b. c. m.	cu. n.	1		

55 9 Distance by Log

Position at 8 A. M. { Latitude by D. R.

{ Longitude by Observation

{ Latitude by observation

Position at noon:

{ Longitude by observation

{ Latitude by D. R.

{ Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: 2 5 miles, set *N. E.* true.

Position at 8 P. M. {

{ Latitude by *D. R. from Noon*{ Longitude by *Chronometric from P. M. Observation*

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																				
1	3	0	Standard in	N. N. by N.	N. N. E.	4-6	2 1/2	30.35	67	62	60	76	b. c. m.	cu. n.	4	Ph.				
2	3	6	15.3	N. N. by N.	N. N. E.	4-6	2	30.33	67	62	60	76	"	"	3	"				
3	3	0	18.0	N. N. by N. 1/2 N.	N. N. E.	4-6	2	30.33	66	61	59	76	"	"	5	"				
4	2	9	20.8	"	"	4-6	2	30.32	66	61	58	73	"	"	5	"				
5	2	1	22.9	"	"	3-5	2	30.32	66	60	58	73	"	cu. s. m.	4	"				
6	1	8	23.3	N. N. by N.	"	4	2	30.31	66	59	57	74	b. c.	cu. f. m.	4	"				
7	1	9	Standard in	N. N. by N.	"	4	2 1/2	30.33	65	58	56	64	"	"	5	"				
8	2	0	"	N. N. by N.	"	4	2 1/2	30.33	65	58	55	59	"	cu. s. m.	3	"				
9	1	8	"	N. N. by N. 1/2 N.	N. by E.	4	2 1/2	30.35	65	58	55	61	none	none	10	"				
10	1	8	"	N. N. by N. 1/2 N.	"	3	2 1/2	30.35	65	58	56	63	"	"	10	"				
11	1	5	"	N. N. by N.	North	3	2 1/2	30.35	65	58	56	70	"	"	10	"				
Mid.	1	6	"	N. N. by N.	"	3	2 1/2	30.35	65	58	56	69	"	"	10	"				

under the command of

Commander E. T. Strong
Wednesday, May 26th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy. Gentle to fresh breeze in squalls from North. Barometer unsteady. At 12.05 wore ship. By the wind on the port tack under single reefed topsails for topmast stay-sail, foresail, main topsail and spanker. Finished distilling at 1.30. At 3.15 clock temperature of water rose eight degrees.

J. M. Ramey
Ensign U. S. N.

From 4 to 8 A.M.

Overcast, cloudy, misty around horizon. Fresh to very fresh breeze from North to N by E. Barometer rising. Flung by the wind on port tack under same sail as preceding watch. At 7.40 wore ship and stood on by the wind on starboard tack. At 6.15 took second reef in topsails. At 8.00 hoisted main-sails and took in single reef. Landed smoke pipes.

J. W. Jordan
Lieutenant U. S. N.

From 8 A.M. to Noon.

Overcast to cloudy, hazy and squally. Moderate to fresh breeze from N.E. by N. Barometer rose first hour and commenced to fall last hour. Moderate sea. By the wind on starboard tack under for topmast stay-sail, foresail, double reefed topsails and spanker. At first: at 8, single reefed and set main-sail. At 9.30 mustered and inspected at quarters. Drilled, Porter Division, gunnery instruction: First, setting up, pistols and great guns: 2^d, single sticks and pistols: and 3^d, signals and gunnery instruction. By order of the Commanding Officer, released A. R. Ramey (A. S. C.) from solitary confinement, his term being expired and made him a prisoner at large.

J. G. Luby
Lieutenant U. S. N.

From Noon to 4 P.M.

Cloudy to fair. Moderate to fresh breeze from N.E. to N by E. At 1.45 shook reef out of main-sail. At 3.30 setting up dill for both watches.

M. W. Malone
Lieutenant U. S. N.

From 4 to 8 P.M.

Cloudy, cooler weather. Moderate breezes from N.E. By the wind starboard tack. At 6, shook out reef in topsails and set the mizzen topmast stay-sail: hauled in the port log reading 23.3. Temperature of water fell 10° 5th hour and 5° last hour.

R. D. Disdale
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear and cool. Moderate to gentle breeze from N by E to North. Barometer falling at end of watch. By the wind on the starboard tack. No change in sail. Moderate sea.

J. M. Ramey
Ensign U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,

Making passage from Key West, Florida to Gardiners Bay, L. I.

Hour	Knots	Tenths	Reading of Patent Log	COURSES STEERED by Standard Compass	WIND.		Leeway	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths	State of the Sea
					Direction by Standard Compass	Force		a Height in inches.	Ther. at d.	At the Air	At the Sea	Water at Surface				
A. M.	27	0		N. by N.	N. by N.	4-5		30.30	64	59	57	66	b.c.			
1	0	8	23.4	N. by E.	N. by N.	4-5		30.29	64	58	56	60	b.	cum.	8	S
2	4	4	27.8	"	N. by N.	4-5		30.29	64	59	56	60	b.c.	cum.	9	"
3	4	1	31.9	"	"	3-4		30.28	64	59	56	60	"	"	8	"
4	3	3	35.2	N. N. E.	N. by N.	3-5		30.28	64	59	56	60	"	"	7	"
5	4	3	39.5	N. N. E. 3/4 E.	N. N. by N.	4-5		30.28	64	59	56	60	"	"	7	"
6	4	4	43.9	"	"	4-5		30.30	63	60	57	68	"	ex. fr. w.	1	"
7	5	1	48.8	N. E.	N. N. W.	5		30.32	63	60	57	69	b. o. g.	"	7	"
8	5	0	52.1	N. E. 3/4 N.	"	5		30.33	64	60	56	69	b.c.	"	7	"
9	4	6	56.7	N. E. 1/2 N.	N. W.	5		30.33	64	60	56	63	"	"	7	"
10	4	2	60.9	N. N. E. 1/4 E.	"	5		30.33	64	60	56	69	"	"	7	"
11	4	8	65.7	N. E. 1/4 N.	"	5		30.33	64	60	56	65	"	"	7	"
Noon.	4	1	69.8	N. N. E. 3/4 E.	"	4		30.33	63	60	55	66	"	"	7	"

76.6 Distance by Log.

Position at 8 A. M. { Latitude by D. R.
Longitude by Observation

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

36° 56' " N.
72° 42' " W.
37° 09' " S.
72° 21' " W.
37° 18' " N.
73° 28' " W.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: 2 1/4 miles, set E 7/8 S. true.

Position at 8 P. M. { Latitude by D. R. from Noon
Longitude by Chronometer from P. M. Observation

37° 48' " N.
72° 24' " W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

400 gallons.

Water

during the preceding 24 hours,

Water remaining on hand fit for use at noon,

2100 "

Coal consumed during the preceding 24 hours,

tons, 800 lbs.

Coal remaining on hand at noon,

93 " 160 "

P. M.																
1	3	2	73.0	N. by E. 1/4 E.	N. N. W.	4	1/4	30.30	64	61	56	67	b.c.	fr. w.	7	N.
2	4	4	77.4	N. by E.	"	4-5	1	30.28	64	62	56	69	"	"	7	"
3	4	3	81.7	N. N. E.	"	5-6	1	30.26	63	62	56	68	b. o. g.	"	7	"
4	4	9	86.6	N. 1/2 E.	N. by N.	5-6	1	30.27	64	62	56	64	"	"	7	"
5	5	9	92.5	North	"	5-6	1/2	30.25	64	61	56	63	"	"	8	"
6	6	1	98.6	"	"	5-6	1/2	30.26	64	60	55	61	"	"	8	"
7	6	4	5.0	"	N. W.	5-6		30.27	64	60	55	61	"	"	7	"
8	7	5	13.5	"	N. by S.	6		30.24	64	60	55	62	"	cum. s.	7	"
9	7	8	20.4	N. 1/4 E.	"	6		30.24	64	60	56	61	b. o. g.	"	8	"
10	8	0	28.4	"	N. W.	6		30.23	64	60	56	61	"	"	8	"
11	7	6	36.0	"	"	5-6		30.21	64	60	57	61	"	"	7	"
Mid.	8	0	44.0	"	"	6		30.20	65	62	59	61	b. c. w. l.	"	7	"

74.2

4-25

under the command of

Commander E. J. Strong
Thursday, May 27th

, U. S. Navy,
, 18 97.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Gentle to stiff breeze from N. by N. to N. N. W. Barometer falling slowly. Steering by the wind on starboard tack. Sudden topsails, course for topmast staysail and spankers. At 12.30 wore ship and stood on course N. by E. and by the wind on port tack. At 1.00 set topgallant sails. At 1.15 set main topmast staysail and jib.

J. W. Jordan,
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant, light squall third hour. Moderate to stiff breeze from N. W. and N. W. Barometer rising. Smooth sea. By the wind on port tack under all sail to topgallant sails, except main topmast carried on morning order.

J. B. Ford,
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear and pleasant. Fresh to moderate N. W. breeze. Temperature of water changing irregularly. At 9.30 mustered at quarters and carried divisions as follows: 1st order, eight sticks; 1st gunnery instruction and pistol; 2nd aiming instruction and setting up; 3rd gunnery instruction. By order of the Commanding Officer J. L. Henderson (A. S. C.) was placed in solitary confinement on bread and water for four days. Offense, disobedience of orders. At 9.20 took in topgallant sails.

W. O. Hulme,
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Stiff to fresh breeze in puffs from N. by N. and N. W. W. fickle between those points. By the wind port tack. At 1 set topgallant sails. Examined part of watches on deck at signals during first period. All apprentices at setting up before supper. Moderate sea. Windy appearance to N. W.

R. D. Rodale,
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and cool, hazy around horizon. Stiff to fresh breeze from N. by N. to N. by S. Barometer steady. On course North. No change in sail. Exchanged colors with a German steamer bound to the E. W. Moderate sea.

J. M. Hanna,
Ensign U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Lightening to the N. E. last hour of watch. Stiff to fresh breeze from N. by S. to N. W. Barometer falling. Steering a course North under same sail as preceding watch. At 8.10 by order of Commanding Officer changed course to N. W. E. At 10.45 hoisted up spankers.

J. W. Jordan,
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES *Ship Essex* *Third* Rate,
Making passage from Key West, Florida to Gardunna Bay L. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Looming.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.	
					Direction by Standard Compass.	Force.			a Height in inches.	Ther. at 5'.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	74	2								30.15								
1	7	6	51.6	N 74 E.	Obst.	5.6				30.16	65	62	59	61	b.c.m.	fr. cu.	7	M.
2	7	7	59.3	"	"	6				30.14	65	61	59	61	b.c.m.	"	6	"
3	6	2	65.5	"	"	5.6				30.13	65	60	56	61	"	"	5	"
4	5	7	71.2	"	Ob. N 74 E.	5.6				30.13	65	60	56	61	b.c.	fr. cu.	6	"
5	5	9	77.1	"	"	4.5				30.13	64	60	56	59	b.c.	s.c.u.s.	6	"
6	5	7	82.8	"	Obst.	4.5				30.14	64	60	56	60	"	"	5	"
7	6	7	89.5	"	Ob. by S.	5.6				30.13	64	60	56	60	"	"	5	"
8	7	0	96.5	"	"	5.6				30.13	63	60	56	59	"	"	5	"
9	6	6	3.1	"	"	5.6		14		30.13	63	59	56	59	"	"	6	"
10	5	9	9.0	"	"	5				30.14	62	59	56	59	"	"	7	"
11	6	4	15.4	"	Obst.	5.6				30.13	62	59	56	59	b.c.m.	s.	8	"
Noon.	5	5	20.9	"	"	5				30.11	63	58	56	56	"	"	8	"

151 1 Latitude by Log.

Position at 8 A. M. { Latitude by S. R.
Longitude by Observation 0
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

39° 12' "N.
72° 03' "W.
39° 39' "N.
72° 01' "W.
39° 37' "N.
72° 10' "W.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: .14 miles, set E. N. E. 1/2 E. true.

Position at 8 P. M. { Latitude by S. R. from Noon
Longitude by Chronometer from P. M. Observation 0

N. by E.
148 miles.
151.1 miles.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

0 " "
0 " "

400 gallons.

"

1700

tons, lbs.

93 " 160 "

P. M.																	
1	5	5	26.4	N 74 E.	Ob. by S.	4			30.08	63	59	56	56	b.c.m.	cu. s.	6	P.
2	5	8	32.2	"	Ob. by S.	4			30.05	64	60	57	55	"	"	5	"
3	6	8	39.0	"	"	5			30.04	64	59	56	55	"	"	5	"
4	7	0	46.0	"	"	5			30.04	64	61	57	55	"	"	6	"
5	3	9	49.6	S 1/2 E.	"	5			30.01	63	61	57	55	b.c.	cu. cu.	6	"
6	7	1	60.6	"	"	5			30.01	63	61	57	55	"	"	6	"
7	6	9	67.5	"	"	5			30.01	63	59	56	56	"	"	6	"
8	5	6	73.1	"	Ob. by N.	4.5			30.00	64	57	55	55	"	fr. cu.	5	"
9	5	4	78.5	"	Ob. by N.	4.5			30.01	64	57	56	55	b.c.m.	"	4	"
10	5	6	84.1	"	Ob. by S.	4.6			30.00	63	57	56	54	"	"	5	"
11	4	9	89.0	"	"	4.6			29.99	63	56	55	54	"	"	3	"
Mid.	4	8	93.8	"	"	4.6			29.98	63	56	55	54	"	"	20	"

72.9

4-200

under the command of

Commander E. T. Strong
Friday, May 28th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear bright starlight heavy dew equally lightning to Sd and Cd. Staff to fresh breeze from West first three horns shifting to N. N. W. last horn steering course N. N. E. under sail to topgallant sails except main topsail and spraker. At 1.30 took in topgallant sails.

J. B. Luby,
Lieutenant U. S. N.

From 4 to 8 A.M.

Generally fair. Moderate to fresh breeze from N. N. W. to the West. Executed morning orders. E. R. Miles (A. 32) fell and broke his right leg on deck.

W. C. Huber,
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear, slightly hazy last part. Fresh and stiff breeze from N. by S. and West. On course N. N. E. (p. 6) At 9.30 unspotted at quarters. At 9.35. 13 rounded to general quarters the Swansons reporting ready as follows: After Powder in 30 sec. Forward Powder in 1 min 07 sec. First and Third in 1 min. 15 sec. and Second in 1 min. 25 sec. Landed at 10.10. A few masted ships passed astern about 9.45, standing to Sd. and steamer Kate City, Merchant Marine Line passed close aboard standing to Sd. at 10.30. exchanged colors with the same. Got up steaming cover.

R. D. Fishale,
Lieutenant U. S. N.

From Noon to 4 P.M.

Hazy and pleasant. Moderate to stiff breeze from N. by S. to N. S. W. Barometer falling first part steady afterwards. On course N. N. E. No change in sail. But both chains and got anchor off the bows and put on reserve lashings. Lighted a few masted ships on the weather bow standing to the Sd. Lighted a schooner standing to Sd and W. Smooth sea.

J. A. Haines,
Ensign U. S. N.

From 4 to 5 P.M.

Clear and pleasant. Moderate to stiff breeze from N. S. W. to S. W. by W. Barometer steady then falling. Steering a course N. N. E. until 4.30 when by order of Commanding Officer changed to N. N. E. At 4.05 hauled down and unhooked main and mizzen topsails staysails at 6.00. Hauled up and fuled mainmast. At 7.45 took in and fuled rigels and flying jib. Got up smoke pipe. At 4.55 got on cast of lead with sounding machine in 43 fathoms, bottom fine sand.

J. M. Jordan,
Lieutenant U. S. N.

From 5 P.M. to Mid.

Cloudy and damp. Moderate to fresh breeze from N. S. W. and N. by S. Barometer falling slowly. Smooth sea. Steering course N. N. E. under for topsail staysails, jib and square sail to topgallant sails except mainmast at first. At 10 took in and fuled topgallant sails and 10.15 took in foresail. At 9.55 sighted Montauk Point Light bearing North (p. 3). At 10 started fire in boilers A, B and F. At 11.30 got sounding in 26 fathoms, grey sand, black specks and broken shells.

J. B. Luby,
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex.
At anchor in Gardineer Bay, L. I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Temp. of Air, Sea, & Air in Shade.	State of the Sea.
					Direction by Standard Compass.	Force.				a	Ther. at 4 ft.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
											Height in inches.								
											30.15								
A. M.	72	9		N 1/2 E.															
1	0	9	97.0	N 1/2 E.	Ch. by S.	3					29.96	62	56	55	54	b. c. w.	cu. w.	1	3
2	0	9	98.9	N 1/2 E.	S. by Ch.	3					29.95	62	56	55	54	b. c. w.	"	1	3
3	0	9	100.7	N 1/2 E.	"	2					29.93	63	56	55	54	b. c. w.	"	3	"
4	0	9	101.5	N 1/2 E.	Ch. by S.	2					29.92	63	56	55	54	"	"	3	"
5	0	9	102.7	N 1/2 E.	"	3					29.92	63	56	55	54	b. c. w.	s. cu. s.	1	"
6	0	9	103.7	N 1/2 E.	"	3.4					29.92	62	55	54	54	"	"	1	"
7	0	9	104.6	N 1/2 E.	S. by Ch.	3					29.91	61	58	57		"	s. f. s.	2	"
8	0	9	105.6	N 1/2 E.	S. by Ch.	3					29.90	62	57	56		"	"	2	"
9	0	9	106.6	N 1/2 E.	"	2					29.90	63	65	62		"	"	4	"
10	0	9	107.6	N 1/2 E.	"	2					29.89	65	65	62		"	"	4	"
11	0	9	108.6	N 1/2 E.	Ch. by S.	2					29.89	65	66	62		"	"	4	"
Noon.	0	9	109.6	N 1/2 E.	Ch. by S.	3					29.89	65	66	62		"	"	3	"

100.4 S. by S. by S.

Latitude by

Position at 8 A. M. { Longitude by

Latitude by observation

Longitude by observation

Position at noon:

Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by

Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water during the preceding 24 hours,

200 "

Water remaining on hand fit for use at noon,

1300 "

Coal consumed during the preceding 24 hours,

4 tons, — lbs.

Coal remaining on hand at noon,

89 " 160 "

P. M.																				
1				Ch. N. N.	Ch. N. N.	4			29.88	65	66	61		b. c. m.		f. c.	7			
2				"	Ch. E. N.	5.6			29.86	64	66	60		"		ci. s.	6			
3				N. Ch. E. N.	Ch. N. N.	5.6			29.89	65	66	61		"		"	5			
4				Ch. N. N.	"	4.5			29.90	65	66	62		"		"	5			
5				"	"	4.6			29.92	66	64	59		b. c. m. g.		"	5			
6				"	"	4.5			29.94	66	63	59		"		"	5			
7				"	"	4.5			29.95	66	61	58		"		"	4			
8				N. Ch. E. N.	"	4.5			29.96	66	61	58		"		"	6			
9				"	"	4			30.02	66	61	57		b. c.		"	8			
10				"	"	3			30.03	66	59	57		"		"	8			
11				"	"	3			30.05	66	59	57		"		"	7			
Mid.				"	"	4			30.07	66	58	56		"		"	7			

under the command of

Commander E. T. Strong,
Saturday, May 29th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy. Gentle breeze from N. by E. to N.W. At 1.30 wore ship heading S.E. $\frac{1}{4}$ E. and set sparker. At 2.30 replaced engine, started ahead at 2.40, standing in toward Montauk Point Light, heading N. by W, put on patent log reading 0.7. Sailed all sail. Drum 3, Commanding Officer, inning.

M. Hulse
Lieutenant U. S. N.

Drum 4 to 8 A.M.

Cloudy, cool, slightly hazy. Light to moderate breeze from N.W. to S.W. by E. Our course N. by N. changing to N.W. by N. put on log 1.5 at 4.48. and various courses thereafter from this to West standing to anchorage in Gardiners Bay near Cedar Point entrance to Sag Harbor, L. I. Montauk Point Light on port beam distance $\frac{3}{4}$ miles at 4.36. Under steam alone. At 8 called all hands bring ship to anchor. Average steam pressure 56 lbs. Revolutions 39.

R. D. Gindale
Lieutenant U. S. N.

Drum 8 A.M. to Noon

Fair and pleasant. Light to gentle breeze from S.W. to N.W. Steady barometer. At beginning of watch standing up Gardiners Bay for anchorage. At 8.12 came to anchor and hauled to 30 fathoms outside and secured the chain. 6 $\frac{1}{2}$ fathoms water left bottom. Bearings from anchorage: Plum Island Light N. by E. Crow Point Bury E. $\frac{1}{4}$ S. Cedar Island Light S.W. by W. $\frac{1}{4}$ N. all bearings magnetic. Got up port accommodation ladder, lugged up both booms. Got up steam launch. Bunked fire under boilers A. C. and D. Distilling. Draft of ship 13' 6" forward, 16' 7" aft. By order of Commanding Officer, A. R. Hansen, A. S. C. was placed in single wire for safe keeping.

M. Name
Ensign U. S. N.

Drum Noon to 4 P.M.

Clear and pleasant. Moderate to fresh breeze from N.W. to N. by E. Barometer falling then rising. Got awnings on a stretch. Distilling.

J. M. Jordan
Lieutenant U. S. N.

Drum 4 to 8 P.M.

Clear and cool. Moderate to stiff and fresh breeze in squalls from N.W. Rising barometer. Riding to wind. Put down topgallant and royal yards at 4.25 and unhooked sail. Received in Dept. Supplies and Accoutrements fresh provisions as follows: 280 lbs. beef, 280 lbs. vegetables.

M. Name
Ensign U. S. N.

Drum 8 P.M. to Midnight

Clear and pleasant. Gentle to moderate breeze from N.W. Barometer rising. Aurora Borealis shining to the N.W. Distilling.

J. M. Jordan
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex*
At anchor in *Gardiner Bay, L.I.*

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in eighths.	State of the Sea.
					Direction by Standard Compass.	Force.			Q. Height in inches.	Ther. at 6'.	Air, Dry Bulb.	Air, Wet Bulb.				
									-0.15							
A. M.																
1				Ch. N. W.	Ch. N. W.	3			30.07	65	58	56	b.c.	fr. cu.	6	
2				Ch. by N.	"	3-4			30.06	64	57	55	"	s.	6	
3				"	"	3			30.09	64	57	53	"	"	7	
4				"	"	3			30.10	64	57	52	"	"	7	
5				"	"	3			30.14	63	56	55	"	ci. s.	9	
6				N. N. W.	"	3			30.16	62	58	56	"	"	9	
7				N. N. by N.	"	2			30.19	62	59	57	"	"	9	
8				Ch. N. W.	Ch. N. W.	2			30.20	61	60	58	"	"	8	
9				"	"	2			30.20	62	60	58	"	cu. cu. s.	6	
10				N. N. by N.	Variable	0-1			30.20	63	64	62	"	"	7	
11				N. N. E.	"	0-1			30.19	64	66	64	"	cu. s.	7	
Noon.				S. N. by E.	S. N. W.	1-3			30.19	64	67	64	"	"	7	

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water *distilled* during the preceding 24 hours,

1300 "

Water remaining on hand fit for use at noon,

2100 "

Coal consumed during the preceding 24 hours,

1 tons, 1680 lbs.

Coal remaining on hand at noon,

87 " 720 "

P. M.																				
1				<i>S. N. by N.</i>	<i>S. N. by N.</i>	3-4			30.20	65	67	64					b.c.	ci. s.	6	
2				<i>Ch. S. N.</i>	<i>Ch. S. N.</i>	3-4			30.20	65	65	60					"	"	6	
3				<i>S. N. by N.</i>	<i>S. N. by N.</i>	3-4			30.18	65	67	61					"	"	5	
4				"	"	3-4			30.17	65	67	62					"	"	5	
5				"	"	3-4			30.16	65	66	61					"	"	6	
6				<i>S. by N.</i>	<i>S. by N.</i>	3-4			30.15	65	62	59					"	"	2	
7				"	"	3-4			30.14	65	60	58					"	"	0	
8				<i>Ch. by S.</i>	<i>Ch. by S.</i>	1-2			30.14	65	60	58					D. c. m.	ci. cu. m.	0	
9				<i>N. by N.</i>	<i>Caln</i>	0			30.15	68	60	60					O. c. m. l. t.	"	0	
10				<i>Caln</i>	<i>S. E.</i>	2			30.12	68	60	60					"	"	0	
11				"	"	3			30.10	68	60	60					"	"	0	
Mid.				<i>S. E. by E.</i>	"	3			30.09	67	60	60					"	"	0	

under the command of

Commander E. T. Strong
Sunday, May 29th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Aurora Borealis first part. Gentle to moderate breeze from N.W. Barometer rising.

J. B. Luby,
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Gentle to light breeze from N.W. to West. Rising barometer. Earliest morning breeze.

L. M. Name,
Ensign U. S. N.

From 8 A.M. to Noon.

Clear and pleasant. Light breeze from West, dying out and coming out light air to gentle breeze from S.W. Barometer falling slowly. At 9.30 mustered at quarters. Commanding Officer inspected ship and crew. Commanding Officer held Divine Service on gun deck. By order Commanding Officer released from confinement and restored to duty, J. F. Daniels A.S.C., expiration of confinement and confined for three days on bread and water, W. K. Hann, A.S.C. : offense: disobedience of orders.

J. W. Jordan,
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Gentle to moderate breeze from S.W. by N. and N.W. Barometer rose slightly at first, commenced to fall last half. Received in Dept. of Supplies and Accounts 100 lbs. bread.

J. B. Luby,
Lieutenant U. S. N.

From 4 to 8 P.M.

Cloudy, threatening rain, raining latter part of watch. Thunder and lightning. Light air to moderate breeze from S.W. by N. to N. by E. Barometer falling, then steady.

J. W. Jordan,
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Overcast and misty, with thunder and lightning, raining first hour. Calm first hour, light to gentle breeze from S.E. last three hours. Barometer rose first hour, falling rest of watch.

J. B. Luby,
Lieutenant U. S. N.

Examined and found to be correct.

John H. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship *Essex*
At anchor in *Gardine's Bay, L. I.*

Third Rate,

Hour.	Kind.	Tide.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Temp. of Air, Sea, & Sky, in Fahrenh.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 4d.	Dry Bulb.	Wet Bulb.				
A. M.								30.09	67	61	61	o.c.m.b.t.	a.	0	
1				<i>South</i>	<i>South</i>	1-2		30.02	67	61	61	o.c.m.b.t.	"	0	
2				<i>SW</i>	<i>SW</i>	1-4		30.02	67	63	63	"	cu. a.	0	
3				"	"	2-5		30.03	67	63	63	"	"	0	
4				"	"	2-4		30.04	67	65	64	"	"	0	
5				<i>SW by N.</i>	"	1-2		30.04	67	64	64	o.c.f.b.t.m.	"	0	
6				"	"	2		30.03	67	64	64	o.c.d.m.	"	0	
7				<i>SW</i>	"	2-3		30.04	67	64	64	"	"	0	
8				"	"	2-4		30.05	66	64	64	o.c.m.f.	"	0	
9				<i>N. by E.</i>	<i>N. SW</i>	3-4		30.05	66	63	63	"	"	0	
10				<i>West</i>	"	3-4		30.05	66	63	63	"	"	0	
11				<i>SW by N.</i>	"	3-4		30.05	66	63	63	"	"	0	
Noon.				<i>West.</i>	"	3		30.05	66	63	63	"	"	0	

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water *distilled* during the preceding 24 hours,

1100 "

Water remaining on hand fit for use at noon,

2700 "

Coal consumed during the preceding 24 hours,

2 tons, 840 lbs.

Coal remaining on hand at noon,

88 " 2080 "

P. M.															
1			<i>N. by E.</i>	<i>N. SW</i>	1			30.01	65	63	63	o.c.f.	cu. a.	0	
2			<i>N. by N.</i>	"	2			30.01	65	63	63	o.c.f.d.	"	0	
3			<i>N. 1/2 E.</i>	"	2			29.99	65	63	63	o.c.f.p.	"	0	
4			<i>SW</i>	<i>South</i>	1-2			29.98	65	63	63	o.c.f.d.	"	0	
5			<i>E by N.</i>	<i>E by N.</i>	0-1			29.96	65	64	64	o.c.m.f.	"	0	
6			"	<i>Variable</i>	0-1			29.96	66	65	64	b.c.m.	cu. a. s.	3	
7			<i>N.E. by N.</i>	"	2-3			29.97	67	64	64	"	"	4	
8			<i>N. by E.</i>	<i>SW</i>	1-2			29.98	67	63	63	o.c.f.	cu. a.	0	
9			<i>N. by N.</i>	<i>N. N.</i>	1-2			30.00	67	63	63	o.c.m.f.	"	0	
10			<i>N. N. N.</i>	"	2-4			30.01	68	61	61	b.c.m.	"	5	
11			<i>N. by N.</i>	<i>N. N. N.</i>	2-4			30.04	67	59	57	"	"	6	
Mid.			"	"	2-4			30.05	65	58	56	f.	more	10	

under the command of

Commander E. J. Strong
Monday, May 31st

, U. S. Navy,

, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast, misty, and foggy first half, and rainy with thunder and lightning all the watch. Occasional very heavy rain squalls. Light air to strong breeze from the South to S.W. Barometer falling. At 12.35 stopped distilling.

M. Hulme Lt.
Lieutenant U. S. N.

From 4 to 8 A.M.

Overcast cloudy, drizzling rain and mist, with heavy showers and thunder and lightning first part of watch. Light air to moderate breeze from S.W. Barometer steady.

J. N. Jordan
Lieutenant U. S. N.

From 8 A.M. to Merid.

Overcast and very misty, foggy at times. Gentle to moderate breeze from S.W. and N. S.W. Barometer rose slightly first half, then steady. Laid out target and marking buoy. By order of the Commanding Officer, released from confinement J. H. Henderson A. S. C. his term having expired; confined by same authority J. Mack A. S. C. for 2 days solitary, bread and water, offense, disobedience of orders; also A. E. Jenkins Sea, for 2 days in double irons, same offense.

J. S. Hubbs
Lieutenant U. S. N.

From Merid. to 4 P.M.

Overcast, foggy, and drizzling with passing showers 3rd hour. Light air to light breeze from N. S.W. to the South. At 11's boat boat out to prepare target for firing and to observe, but mist shutting in again recalled boat. Vices barked.

M. Hulme
Lieutenant U. S. N.

From 4 to 8 P.M.

Cloudy to overcast, foggy at end. Calm to gentle breeze from S.W. first and last hours variable rest of watch. Barometer falling at first rising last half. Received 20 Dept Supplies and Accounts 236 lbs. bread.

J. S. Hubbs
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Overcast foggy and misty first part, clearing last part. Light air to moderate breeze from N.W. to S. N.W. Vices barked.

M. Hulme
Lieutenant U. S. N.

Approved

E. J. Strong
Commander U. S. N.

Commanding.

Examined and found to be correct.

J. S. Stewart
Lieutenant U. S. N., Navigator

LOG of the UNITED STATES

Ship *Essex*
At anchor in *Gardiners Bay, L.I.*

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry bulb.	Air, Wet bulb.	Water at Surface.				
A. M.								30.08	64	57	55					
1				<i>N. N. W.</i>	<i>N. N. W.</i>	4.5		30.09	64	56	54		<i>b. c. g.</i>	<i>cu. s.</i>		7
2				<i>N. by W.</i>	"	4.5		30.11	62	55	53		"	"		7
3				"	"	4.5		30.13	62	55	53		"	"		8
4				<i>N. N. W.</i>	"	3.4		30.14	61	54	52		"	"		7
5				"	"	3.4		30.16	61	55	52		<i>b. c.</i>	"		6
6				"	"	1.2		30.17	59	55	53		"	<i>fr. s.</i>		6
7				"	"	1.2		30.17	59	55	53		"	<i>ci.</i>		7
8				"	"	2		30.19	59	56	53		"	"		8
9				<i>N. W.</i>	<i>N. N. W.</i>	3		30.18	60	57	54		"	<i>cu. s.</i>		4
10				<i>N. N. by W.</i>	"	3		30.16	61	59	55		"	"		1
11				<i>N. by W.</i>	"	3.4		30.15	61	59	55		<i>o. c. g.</i>	"		0
Noon.				"	"	3.4										

Position at 8 A. M. { Latitude by
Longitude by

o ' "

Position at noon: { Latitude by observation
Longitude by observation

o ' "

{ Latitude by D. R.
Longitude by D. R.

o ' "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

o ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

600 gallons.

Water during the preceding 24 hours,

2100 "

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

1 tons, 1920 lbs.

Coal remaining on hand at noon,

83 " 160 "

P. M.																
1				<i>N. N. by W.</i>	<i>N. N. W.</i>	4.5		30.13	62	60	55		<i>o. c. g.</i>	<i>cu. s.</i>		0
2				<i>N. by N.</i>	"	4.5		30.12	62	61	56		<i>b. c. g.</i>	"		6
3				<i>N. N. W.</i>	"	4.6		30.12	62	59	55		"	"		3
4				"	"	6.4		30.12	62	58	55		"	"		2
5				"	"	4.5		30.15	62	58	56		<i>b. c. m. g.</i>	<i>cu. s.</i>		3
6				<i>N. N. by N.</i>	<i>N. W.</i>	4.5		30.16	62	58	56		"	"		4
7				<i>N. N. W.</i>	"	4.5		30.22	62	56	53		"	"		4
8				"	<i>N. N. W.</i>	4.5		30.24	62	56	53		"	<i>cu. s.</i>		6
9				<i>N. N. by N.</i>	"	4.5		30.26	62	55	52		"	<i>cu. s.</i>		7
10				<i>N. N. by N.</i>	<i>N. W.</i>	4.5		30.27	63	55	52		"	"		8
11				"	"	4.5		30.29	63	55	52		"	"		8
Mid.				<i>N. N. W.</i>	"	4.5		30.29	63	55	53		"	"		8

under the command of

Commander E. T. Strong
Tuesday, June 1st

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear, cooler weather. Stiff to moderate breeze from N.W.
Squally at times. Barometer rising.

R. D. Fiske
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and pleasant. Light air to moderate breeze from N.W. Barometer rising. Carried out morning orders. Received in Dept. of Supplies and Accounts 280 lbs beef and 140 lbs. vegetables.

J. C. Luby
Lieutenant U.S.N.

From 8 A.M. to Noon.

Cloudy to overcast. Gentle to moderate N.W. breeze. At 8:44 began firing at target with 4 guns and at 11:07 began with Hotchkiss and Duggs. Schwerer. Lieut R. D. Fiske and Chief Engineer F. Otto were detached from the ship. Ship backed.

W. H. Hulse
Lieutenant U.S.N.

From Noon to 4 P.M.

Overcast to cloudy. Moderate to fresh breeze from N.W. Steady barometer. Engaged in stationary target practice with secondary battery. Ceased firing at 2:40. At 2:50 moved to 4-5 fathoms and resumed chain.

L. M. Nance
Ensign U.S.N.

From 4 to 8 P.M.

Cloudy, passing shows first hour. Moderate to stiff N.W. to N.E. breeze. Ship backed. Lieut Fiske returned to the ship, in accordance with a telegram from Chief of Bureau of Navigation.

W. H. Hulse
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Clear and cool. Moderate to stiff breeze from N.W. to N.E. Barometer rising slowly. Commenced distilling at 8:50.

L. M. Nance
Ensign U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship *Essex*
At anchor in *Gardiners Bay, L. I.*

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Temp. of Clear Sky, in Folia.	State of the Sea.
					Direction by Standard Compass.	Force.	Direction.		a. Height in inches.	Ther. attd.	Air, Dry Bulb.	Air, Wet Bulb.	Water, Surface at.				
A. M.									30.30	62	55	53		b.c.	cu.	9	
1				N. N. E.	N. N. E.	4.5			30.31	62	55	53		b.	nu.	10	
2				N. N. E. by E.	"	4.5			30.32	62	55	53		"	"	10	
3				E. N. E.	E. N. E.	3.4			30.34	60	55	53		b.c.	ci. s.	7	
4				West	West	3.4			30.39	60	55	53		b.c.	ci.	9	
5				E. N. E.	E. N. E.	3.4			30.39	60	56	53		"	nu.	10	
6				N. E.	N. E.	3.4			30.41	60	56	53		"	"	10	
7				"	"	3.4			30.43	60	56	53		"	"	10	
8				"	"	3.4			30.43	60	57	54		b.c. m.	ci. s.	7	
9				N. N. E. by N.	E. N. E.	3			30.45	60	58	55		"	"	6	
10				N. E.	"	3			30.45	60	59	57		"	"	6	
11				N. N. E. by E.	"	3			30.43	61	63	58		"	f. cu. s.	5	
Noon.						3											

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																	
1				N. N. E.	N. N. E.	3			30.40	63	66	60		b.c.	a. cu. w.	4	
2				West	E. N. E.	3			30.38	64	65	59		"	"	5	
3				"	"	3			30.37	65	67	61		"	f. cu.	7	
4				E. N. E. by N.	"	3			30.37	65	69	63		"	"	7	
5				E. N. E.	E. N. E.	3			30.26	67	70	65		"	"	7	
6				E. N. E.	"	3			30.37	66	67	65		"	"	7	
7				"	"	3			30.37	67	62	59		"	ci. cu.	7	
8				"	"	3			30.37	67	60	57		"	"	9	
9				E. N. E.	"	3			30.39	66	59	57		"	"	9	
10				"	"	3			30.39	67	59	57		"	"	9	
11				"	E. N. E.	3.4			30.39	66	59	57		"	cu.	7	
Mid.				"	"	4.6			30.39	66	58	57		b.	nu.	10	

under the command of

Commander E. T. Strong
Wednesday, June 2nd

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Barometer rising.

Clear and pleasant. Gentle to stiff breeze from N.W. to West.

J. M. Jordan
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and pleasant. Gentle to moderate breeze from N.W. to N.W. Excited morning order.

J. M. Jordan
Lieutenant U.S.N.

From 8 A.M. to Noon.

Clear and pleasant. Gentle breeze from N.W. At 8-10 hours in to 30 fathoms and secured the chain. Engaged in target practice with secondary battery. Finished stationary practice at 11 o'clock. Expended in October Sept. ammunition as follows: 126, 4 inch shell: 266, 6 inch common shell: 206, 6 inch A.P. shell: 106, 1 inch common shell. Released from confinement by order of Commanding Officer Hanson A.B. A. 30, and Jenkins A.E. Sea, and Grant J. A. 30. their periods of confinement having expired. By same authority, Goldberg A. A. 30. was confined for 3 days solitary confinement on bread and water: Officer Brockbridge of order. Ritchie A. Cox, 10 days alone in his office, using chain language to an apprentice and striking him. Distilling.

J. M. Jordan
Ensign U.S.N.

From Noon to 4 P.M.

Clear and pleasant. Gentle breeze from N.W. by N. to N.W. Barometer falling, then steady. At 1.00 loaded for and aft sail to dry. Brief Eng. F. Potts U.S.N. left the ship, having been detached from this vessel by order of the Secretary of the Navy and ordered for duty on board the U.S.S. Detroit at New York.

J. M. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear and cool. Gentle breeze from N.W. Received in Sept. Supplies and Accounts fresh provisions as follows: 280 lb. each of beef and vegetables and 217 lb. bread. Ensign O. P. Jackson U.S.N. reported on board as Stetel and Divisional Officer. Ordered for and aft sail at 4.20. Distilling. By order of the Secretary of the Navy the Appointment of John Early as Paymaster Clerk in the U.S.S. was revoked to take effect immediately.

J. M. Jordan
Ensign U.S.N.

From 8 P.M. to Midnight.

Clear and pleasant. Gentle to fresh breeze from N.W. to N.W. Barometer steady. Stopped distilling at 10.15.

J. M. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator

LOG of the UNITED STATES

Ship *Essex*
At anchor in *Gardiners Bay, L.I.*

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Q. Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Surface.				
A. M.									30.38	65	57	57		b. c.	none	10	
1				<i>N. by E.</i>	<i>N. by E.</i>	3			30.37	65	57	56		"	"	10	
2				"	"	3			30.36	64	56	56		b. c. w.	fr. a.	9	
3				"	"	2			30.36	63	57	56		"	"	8	
4				"	"	2			30.36	63	57	53		"	fr. a. w.	6	
5				<i>N. by E.</i>	<i>N. by E.</i>	2			30.35	63	60	58		b. c.	"	4	
6				<i>N. by E.</i>	<i>N. by E.</i>	2.3			30.34	63	61	58		"	"	2	
7				"	"	3			30.35	63	61	58		"	"	4	
8				"	"	3			30.35	63	61	58		"	"	3	
9				"	"	4.5			30.30	63	64	61		"	"	4	
10				<i>Drizzle</i>	"	4.5			30.31	63	65	62		"	"	5	
11				<i>N. by E.</i>	"	4.6			30.28	64	66	63		"	"	5	
Noon.				<i>N. by E.</i>	<i>N. by E.</i>	4.6			30.26	66	66	63		"	c. c.	4	

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																	
1				<i>N. by E.</i>	<i>N. by E.</i>	5.7			30.24	67	67	64		b. c. m. g.	c. c. w. s.	5	
2				<i>N. by E.</i>	"	5.7			30.22	67	67	64		"	"	4	
3				"	"	5.7			30.19	68	66	63		"	c. c. s. m.	3	
4				"	"	5.7			30.19	68	66	63		"	c. c. s.	4	
5				"	"	5.7			30.19	68	66	63		"	"	4	
6				<i>N. by E.</i>	"	5.7			30.16	67	65	63		"	fr. a.	4	
7				"	"	5.7			30.16	67	65	63		"	"	3	
8				"	"	5.7			30.14	68	63	62		"	"	3	
9				"	"	5.7			30.12	69	63	62		"	"	7	
10				"	"	5.7			30.12	69	63	62		b. c. m. g.	"	7	
11				"	"	5.7			30.12	69	63	62		a. c. g. s. d.	c. c. m.	0	
Mid.				"	"	5.7			30.11	69	63	62		b. c. m. g.	"	1	

under the command of

Commander E. T. Strong
Thursday, June 3

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Barometer falling slowly.

Clear and cool, heavy dew. Light to gentle breeze from N. N.W.

J. B. Ledy
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and cool to cloudy with heavy dew. Light to gentle breeze from N. N.W. to N.W. Executed morning orders. Rove off cat and fish. Regged in port bows boom and port accommodation ladder. Spent five in bulwarks A, B, and C. at 7.45. Dressed on engines and reported ready at 7.55. Brought to steam.

J. M. Jordan
Ensign U.S.N.

From 8 A.M. to Noon.

Fair and pleasant. Moderate to fresh breeze from N.W. to N. N.W. Barometer falling. At 8.50 hove up port anchor and got underway, under steam alone sending boats out for observation and preparing for morning target practice. Started firing with 4" R.D. but at 10.00, found that left boat had started to drag, carrying with her the marking buoy. Ceased firing and secured. Came to with port anchor in 6 1/2 fathoms of water mid bottom rising to 30 fathoms on port chain. Began at anchorage Plum Island Light S by E. Bury off Gardiners Island, E. P.E. all having magnets. Banded fire and started distilling. Boke at fore hold.

J. M. Jordan
Lieutenant U.S.N.

From Noon to 4 P.M.

Fair to cloudy, squally and hazy. Stiff to fresh breeze from N. N.W. Barometer falling. Engaged cleaning and reworking hold, and sweeping bright woodwork on spar deck. By order of the Commanding Officer confined J. Ch. Jones, A.S.C. for 3 days solitary confinement on bread and water: Offense, refusing to obey the order of a petty officer. Distilling.

J. B. Ledy
Lieutenant U.S.N.

From 4 to 8 P.M.

Fair and hazy, threatening rain. Stiff breeze with very fresh squalls from N. N.W. Barometer falling. At 6.50 hove to in 45 fathoms on port chain. Stopped distilling at 7.00.

J. M. Jordan
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Clear to overcast hazy and squally, passing showers third hour, lightning to 1st second and third hour. Stiff to fresh breeze from N. N.W. Barometer falling slowly.

J. B. Ledy
Lieutenant U.S.N.

Examined and found to be correct.

John L. Stewart
Lieutenant U.S.N.

Navigator.

LOG of the UNITED STATES

Ship *Essex*,
At anchor in Gardiners Bay L. I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.				TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction and Force of Surface Current.	Direction and Force of Underway Current.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.								30.15											
1				N. by E.	N. by E.	57		30.11	68	64	63					b. c. m.	cu. m.	3	
2				"	"	57		30.10	68	63	63					"	"	2	
3				"	"	45		30.09	68	63	63					o. c. m.	"	0	
4				"	"	45		30.08	68	63	63					b. c. m. q. f. cu. m.	"	3	
5				N. by E.	N. by E.	34		30.08	68	63	63					"	"	1	
6				"	"	3		30.09	69	63	63					b. c. q.	"	1	
7				West	West	3		30.10	68	65	65					b. c. m.	f. cu. s.	5	
8				"	"	2		30.10	68	68	65					"	"	4	
9				N. by E.	N. by E.	2		30.09	69	69	65					"	a. cu. m.	3	
10				Various	"	1		30.10	68	70	68					"	"	3	
11				"	"	1		30.11	68	71	69					"	"	2	
Noon.				North	South	0		30.11	69	72	70					"	"	2	

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon :

Distance made good since preceding noon :

Distance by Log since preceding noon :

Current per hour : miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

600 gallons.

500 "

2600 "

2 tons, 2160 lbs.

75 " 1000 "

P. M.																			
1				N. by E.	N. by E.	1-0		30.08	70	74	71					b. c. m.	cu. m.	4	
2				"	"	1		30.08	70	73	70					"	"	6	
3				Underway	SE.	1		30.06	71	72	69					"	"	4	
4				Various	SE.	3		30.04	71	71	69					"	cu. s.	3	
5				SE. by E.	SE.	3		30.03	71	71	68					"	"	3	
6				N. by E.	N. by E.	3		30.04	71	70	68					"	"	4	
7				"	"	3		30.04	71	68	67					"	"	2	
8				"	"	2		30.04	71	68	67					b. c. m.	cu. m.	2	
9				"	"	3		30.05	71	67	66					"	"	1	
10				SE.	SE.	34		30.03	71	66	65					o. c. m. q. d.	"	0	
11				"	"	34		30.01	71	66	65					o. c. m. d. l.	"	0	
Mid.				N. by E.	West.	5		30.04	70	66	65					o. c. m. q. p.	"	0	

under the command of

Commander E. T. Strong
Friday, June 4

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fires banked.

Cloudy to overcast. Misty. Very fresh to moderate N. E. breeze.

M. A. Hulme
Lieutenant R. I. N.

From 4 to 8 A.M.

Barometer rising.

Fair and pleasant, light fog. Gentle to stiff breeze from N. E. to West.

J. R. Jordan
Lieutenant R. I. N.

From 8 A.M. to Noon.

Cloudy and very hazy. Light air to light breeze from N. E. N. first three hours, calmer last hour. Barometer rising slowly. At 9.00 got underway and had morning target practice with both main and secondary batteries. Expended 24 rounds 4" R. I. 50 rounds 6 pr. 63 rounds 1 pr. At 11 landed 1st cutter and had target practice with 1 pr. from her. At 11.15 anchored with port anchor and used to 15 fathoms chain 1 1/2 fathoms water, soft bottom. Buoys at anchor Cedar Island Light N. by N. 1/4 N. Low Shoal E 1/4 N. (red mag.) Banked fire. By order of the Commanding Officer released, L. Golding, A.C. from confinement, his term having expired.

J. B. Luby
Lieutenant R. I. N.

From Noon to 4 P.M.

Fair and hazy. Light air to gentle breeze from N. E. to S. E. At 1.30 got underway, picked up target and then stood into Nyack Bay. Commanding Officer coming. Made preparations for port. Steam launch following ship in. At 3.30 Greenport was abeam.

M. A. Hulme
Lieutenant R. I. N.

From 4 to 8 P.M.

Cloudy and hazy, heavy dew last hour. Light to gentle breeze from S. E. and N. E. N. Barometer rising slowly. Steaming barometer courses under steam alone. Commanding Officer coming ship, standing in for anchorage in Nyack Bay. At 4.40 anchored in 11 1/4 fathoms water, soft bottom with port anchor, and used to 30 fathoms cable. Let fire die out in boilers A and B, and kept fire in D. for distilling. At 5.10 commenced distilling. By order of the Commanding Officer A. R. House A. 3.0. was placed in (rough) mine for safe keeping. Received in Dept. of Supplies and Accounts 219 lbs. bread 270 lbs. beef and 280 lbs. vegetables. Buoys at anchor, Red Buoy S. E. 1/4 N. Chapel, E. 1/4 N. E. Tangut Key Rock, N. E. 1/4 N. (all mag.)

J. B. Luby
Lieutenant R. I. N.

From 8 P.M. to Midnight.

Distilling.

Overcast, misty, squally with passing showers. Gentle to strong S. E. to West breeze.

M. A. Hulme
Lieutenant R. I. N.

Examined and found to be correct.

John H. Stewart
Lieutenant R. I. N. Navigator.

LOG of the UNITED STATES

Ship *Essex*
At anchor in *Noyack Bay, L. I.*

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.			State of the Weather, by symbols.	Form of Clouds, by symbols.	Prog. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.		a. Height in inches 0-15.	Ther. air.	Wet Bulb.				
A. M.														
1				<i>West</i>	<i>West</i>	2		30.02	70	66	65	<i>o. c. m. n.</i>	<i>cu. n.</i>	0
2				<i>"</i>	<i>"</i>	2		30.00	70	66	65	"	"	0
3				<i>W. S. W.</i>	<i>W. S. W.</i>	2		30.02	70	65	65	<i>o. c. m.</i>	"	0
4				<i>"</i>	<i>"</i>	2		30.02	70	65	65	"	"	0
5				<i>"</i>	<i>"</i>	1-2		30.03	69	65	65	"	"	0
6				<i>W. by S.</i>	<i>S. W.</i>	0-1		30.04	70	65	65	<i>f.</i>	"	0
7				<i>West</i>	<i>"</i>	0-1		30.05	69	65	65	<i>f. d.</i>	"	0
8				<i>W. S. W.</i>	<i>"</i>	0-1		30.06	68	66	66	<i>o. c. m. n.</i>	<i>n.</i>	0
9				<i>North</i>	<i>North</i>	2		30.06	69	66	66	<i>o. c. m. p.</i>	"	0
10				<i>N. by E.</i>	<i>"</i>	2		30.07	69	65	65	<i>o. c. m.</i>	"	0
11				<i>"</i>	<i>"</i>	0-1		30.07	69	65	65	<i>o. c. m. d.</i>	"	0
Noon.				<i>N. N. E.</i>	<i>N. N. E.</i>	1		30.07	69	66	66	"	"	0

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observationLatitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.														
1				<i>N. E. by E.</i>	<i>N. E. by E.</i>	1		30.08	68	67	67	<i>o. c. m.</i>	<i>cu. n.</i>	0
2				<i>S. by E.</i>	<i>S. E.</i>	1-2		30.07	67	67	66	"	"	0
3				<i>S. W.</i>	<i>Variable</i>	0-1		30.08	67	67	66	"	"	0
4				<i>"</i>	<i>Calm</i>	0		30.08	67	66	65	"	"	0
5				<i>S. by W.</i>	<i>South</i>	2		30.10	67	65	64	"	"	0
6				<i>S. by E.</i>	<i>"</i>	2		30.12	66	63	62	"	"	0
7				<i>S. E. by S.</i>	<i>E. S. E.</i>	2		30.14	66	61	61	"	"	0
8				<i>S. E.</i>	<i>"</i>	2		30.14	66	61	61	"	"	0
9				<i>E. S. E.</i>	<i>"</i>	3		30.17	68	61	61	"	"	0
10				<i>"</i>	<i>"</i>	3		30.19	64	61	61	"	"	0
11				<i>East</i>	<i>"</i>	3		30.19	64	61	61	"	"	0
Mid.				<i>E. N. E.</i>	<i>E. N. E.</i>	3		30.21	63	60	60	"	"	0

under the command of

Commander E. J. Strong
Saturday June 5th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast and cloudy. Raining latter part. Light breeze from West to N.W. Barometer nearly steady. Fireworks distilled at 3 o'clock. Banked fire.

L. M. Name
Ensign U.S.N.

From 4 to 8 A.M.

Overcast and foggy with rain last half. Calm to light air from Sd and N.W. Barometer rising slowly. Carried out morning orders.

J. B. Luby
Lieutenant U.S.N.

From 8 A.M. to Noon.

Overcast misty, drizzling and passing showers. Light air to gentle breeze from S.W. to the North. Lieut. J. B. Luby, U.S.N., left ship under orders to report to President of Examining Board in Washington for examination preliminary to promotion. P. H. Hancock, Ensign (late) left ship for two weeks leave. By order of the Commanding Officer, L. Cluett, A.S.C., was placed in solitary confinement on bread and water for two days; officer, refusing to obey an order of a petty officer. Ordnance Officer with party engaged in placing target for small arms practice. Distilling.

Fire banked.

M. B. Hulme
Lieutenant U.S.N.

From Noon to 4 P.M.

Overcast, cloudy and hazy. Light air from N.E. by E. to calm. Barometer nearly steady. Sent out clothing and small stores to divisions. Received in Dept. Supplies and Accounts, three thousand (\$3000.00) dollars. Banked fire.

L. M. Name
Ensign U.S.N.

From 4 to 8 P.M.

Overcast and misty. Light breeze from the North to E.S.E. At 4.40 stopped distilling and let fire die out.

M. B. Hulme
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Overcast and misty. Gentle breeze from E.S.E. to E.N.E. Barometer rising.

L. M. Name
Ensign U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship *Essex*
At anchor in *Projack Bay, I. D.*

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prev. & Chan. Sky, in words.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. std.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.									30.21	64	59	59				
1				East	East	3			30.21	64	59	58	O. c. m.	cu. m.	0	
2				E. N. E.	"	3			30.23	64	58	57	"	"	0	
3				"	E. N. E.	3			30.23	64	58	57	"	"	0	
4				"	"	3			30.23	64	58	57	"	"	0	
5				"	"	3			30.25	64	57	57	"	"	0	
6				N. E.	N. E.	3			30.29	64	57	57	O. c.	"	0	
7				"	"	3			30.30	64	57	56	"	"	0	
8				"	E. N. E.	3			30.31	64	57	56	"	"	0	
9				"	"	3			30.33	62	57	57	"	"	0	
10				E. N. E.	"	3.4			30.35	62	58	57	"	"	0	
11				E. by N.	"	3.4			30.34	64	59	58	"	"	0	
Noon.				N. E. by E.	"	3			30.34	64	60	58	"	"	0	

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

600 gallons.

600 "

2700 "

tons, 1220 lbs.

73 " 1516 "

P. M.																	
1				E. by N.	E. N. E.	2-3			30.33	64	61	59	t. c. m.	^{cu} f. c. m.	3		
2				"	East	3			30.32	65	62	60	"	"	4		
3				"	"	3			30.32	65	62	60	"	"	5		
4				E. by S.	"	3			30.32	65	63	61	"	cu. s.	6		
5				"	"	3			30.32	65	62	60	"	"	6		
6				"	"	3			30.34	65	60	58	"	"	4		
7				"	"	3			30.35	66	58	57	"	"	1		
8				E. S. E.	E. S. E.	3			30.38	66	57	56	"	^{cu} s. m.	0		
9				East	East	3			30.40	67	57	56	"	"	0		
10				E. by N.	"	3			30.40	67	57	56	"	"	0		
11				E. N. E.	E. N. E.	3			30.42	66	57	56	"	"	0		
Mid.				"	"	3			30.42	65	56	56	"	"	0		

under the command of

Commander E. T. Strong,
Sunday, June 6th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Barometer rising.

Overcast and misty. Gentle breeze from East and E.N.E.

O. P. Jackson
Ensign U. S. N.

From 4 to 8 A.M.

Overcast, damp, raw and disagreeable. Gentle breeze from E.N.E. to N.E.
Executed morning orders.

W. H. Muline
Lieutenant U. S. N.

From 8 A.M. to Merid.

Overcast and hazy. Gentle to moderate breeze from E.N.E. Barometer unsteady.
Commanding Officer inspected the ship and crew at quarters. Read Articles of War and had General Quarter. Held Dinner Service. Received in Dept. of Supplies and Accounts fresh provisions as follows: 140 lbs. beef, 140 lbs. vegetables and 170 lbs. bread.

L. M. Kame
Ensign U. S. N.

From Merid. to 4 P.M.

Fair and pleasant. Light to gentle breeze from E.N.E. and East. Barometer steady. By order of the Commanding Officer released from confinement, Jundel D. O. (U.S.C.) by reason of expiration of confinement and confined H. A. Lee, (U.S.C.) for two days solitary confinement, no bread and water, for refusing to obey an order of a petty officer.

O. P. Jackson
Ensign U. S. N.

From 4 to 8 P.M.

Cloudy and hazy to overcast. Gentle breeze from East to E. S.E. Barometer rising.
Asst. Paymaster H. E. Brier, left the ship on three days leave.

L. M. Kame
Ensign U. S. N.

From 8 P.M. to Mid.

Overcast and raw; threatening rain. Gentle breeze from E. S.E. to E.N.E. Barometer rising.

O. P. Jackson
Ensign U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N., Navigator.

LOG of the UNITED STATES

Ship *Essex*
At anchor in *Proyack Bay, L.I.*

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		a	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water Surface.					
													Height in inches.				
								- 0.15									
A. M.																	
1				NE.	NE.	3		30.42	64	56	55			O. c. m.	fr. a. s.	0	
2				"	"	4-5		30.43	64	56	55			O. c. m. g.	"	0	
3				"	"	4-5		30.45	63	55	54			"	"	0	
4				NE. by E.	"	4-5		30.43	63	55	54			"	"	0	
5				NE.	"	4-5		30.46	63	55	54			O. c.	"	0	
6				"	"	3		30.49	63	56	55			"	"	0	
7				NE. by E.	NE. by E.	3		30.49	63	56	55			"	"	0	
8				E. NE.	"	2		30.51	63	57	56			"	fr. a. m.	0	
9				NE. by E.	"	2		30.52	63	59	56			"	"	0	
10				"	"	2		30.52	63	60	57			"	"	0	
11				NE.	NE.	2-3		30.50	63	61	57			"	fr. a.	0	
Noon.				E. NE.	E. NE.	3		30.50	63	61	58			"	"	0	

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, "

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																				
1				E. by N.	E. NE.	3-5		30.49	64	59	57						b. c. g.	fr. a.	2	
2				NE. by E.	"	3-4		30.50	63	59	57						O. c. g.	"	0	
3				E. NE.	"	3-4		30.51	63	58	56						"	"	0	
4				"	East	3-4		30.50	63	59	56						"	"	0	
5				"	"	3-4		30.48	62	59	56						b. c. g.	"	2	
6				E. by S.	"	3-4		30.47	62	58	56						fr.	"	3	
7				"	"	3-4		30.49	64	57	56						"	ci. fr. a.	2	
8				"	E. SE.	2-3		30.49	65	57	56						O. c.	"	0	
9				"	"	2-3		30.49	65	57	56						O. c. g.	"	0	
10				"	"	3		30.50	65	56	55						"	"	0	
11				"	"	3-4		30.51	64	56	55						"	"	0	
Mid.				"	"	3-5		30.51	64	55	54						"	"	0	

under the command of

Commander E. T. Strong
Monday, June 7th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy and cool. Gentle to stiff breeze from N.E. Barometer rising then steady.

J. M. Jordan,
Lieutenant U. S. N.

From 4 to 8 A.M.

Overcast, cloudy and cool. Stiff to light breeze from N.E. to N.E. by E. Barometer rising. Executed morning orders.

L. M. Kamea,
Ensign U. S. N.

From 8 A.M. to Noon.

Cloudy and cool. Light to gentle breeze from N.E. to E. N.E. Barometer falling. At 9.30 mustered all quarters. Engaged in small arm target practice from boat 300 yards from target on shore. By order of the Commanding Officer released from confinement and returned to duty, L. Blutt (A.3c) and confined J. F. Sanchez (A.3c) for two days on bread and water, for refusing to obey order of Petty Officer.

O. P. Laeken,
Ensign U. S. N.

From Noon to 4 P.M.

Cloudy and cool. Gentle to stiff breeze from E. N.E. to East. Barometer rising then falling. Scrubbing ships side. Received on board in Dept of Supplies and Accounts 114 lbs. bread and 140 lbs. each beef and vegetables.

J. M. Jordan,
Lieutenant U. S. N.

From 4 to 8 P.M.

Cloudy and cool. Light to moderate breeze from East and E. S.E. Barometer steady.

O. P. Laeken,
Ensign U. S. N.

From 8 P.M. to Midnight.

Overcast, cloudy and cool. Light to stiff breeze from E. S.E. Barometer rising.

J. M. Jordan,
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator

LOG of the UNITED STATES

Ship *Essex*
At anchor in *Proyack Bay, L. I.*

Third Rate,

Hour.	Error.	Tenth.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prep. of Clear Sky, in fols.	State of the Sea.
					Direction by Standard Compass.	Force.			a Height in inches.	Ther. at d.	Air, Dry Bulb.	Wet Bulb.	At Surface.	Water at Surface.				
A. M.									— 0.15									
1				E. by N.	East	3-4			30.50	64	53	52			O. c.	cu.	0	
2				"	"	3-4			30.48	63	53	52			"	"	0	
3				E. N. E.	E. N. E.	3-4			30.46	62	53	52			O. c. d.	"	0	
4				"	"	3-4			30.46	62	53	52			O. c.	"	0	
5				"	"	3			30.46	62	55	54			O. c. m.	cu. s.	0	
6				East	East	3			30.46	63	55	54			"	cu. m. s.	0	
7				E. N. E.	E. by N.	3-4			30.47	63	56	55			b. c. m.	"	1	
8				"	"	3-4			30.47	63	57	56			"	cu. m.	4	
9				"	"	3-4			30.48	63	59	58			"	"	3	
10				E. by N.	"	4			30.49	63	59	57			O. c. m.	"	0	
11				"	E. N. E.	4			30.49	64	59	57			"	"	0	
Noon.				"	E. by N.	4-5			30.48	62	58	56			"	"	0	

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																		
1				E. by N.	E. by N.	4-5			30.47	62	58	56			O. c. m.	cu. m. s.	0	
2				"	"	4-5			30.46	61	58	56			"	"	0	
3				"	"	4-5			30.46	61	58	56			"	"	0	
4				"	"	5			30.46	61	58	56			O. c. m. f.	"	0	
5				"	"	5			30.45	62	57	56			"	"	0	
6				"	"	4-5			30.44	62	56	56			"	"	0	
7				"	"	4			30.44	62	56	57			"	"	0	
8				"	"	4			30.44	62	56	55			"	"	0	
9				E. N. E.	"	4			30.44	65	56	55			O. c. m.	"	0	
10				"	E. by N.	4-5			30.42	66	56	55			"	"	0	
11				"	"	5			30.42	63	56	55			"	"	0	
Mid.				"	"	5-6			30.41	63	56	55			"	"	0	

under the command of

Commander E. T. Strong
Tuesday, June 8th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast. Light drizzle third hour. Gentle to moderate breeze from the East to E. N.E.

W. T. Hulme
Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy and cool. Gentle to moderate breeze from East and E. by N.
Barometer steady. Executed morning orders.

O. T. Jackson
Ensign U. S. N.

From 8 A.M. to Merid.

Cloudy, misty, around horizon. Gentle to stiff breeze from E. by N. to E. N.E.
Barometer rising then falling. Crew at work tarring down. Discharged from this ship and Naval Service, by reason of expiration of term of enlistment, with ordinary discharge, Lanny Brown, (B.M. 2 cl.).

J. M. Jordan
Lieutenant U. S. N.

From Merid. to 4 P.M.

Overcast and misty. Passing above last hour. Moderate to strong E. by N. breeze.
Arrived in Pay Dept. 112 lbs bread and 140 lbs each of fresh beef and vegetables. By order of the Commanding Officer W. A. Lee, A. S. C., was released from confinement, term having expired and G. B. Little, A. S. C., was placed in solitary confinement for 3 days on bread and water; officers leaving his feet as usual without being released and turning in.

W. T. Hulme
Lieutenant U. S. N.

From 4 to 8 P.M.

Overcast, cloudy, misty around horizon and light passing showers. Moderate to stiff breeze from E. by N. Barometer falling.

J. M. Jordan
Lieutenant U. S. N.

From 8 P.M. to Mid.

Overcast and misty. Moderate to strong E. by N. breeze.

W. T. Hulme

Lieutenant U. S. N.

Examined and found to be correct.

John L. Stewart
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex*
At anchor in *Proyack Bay, L. D.*

Third Rate,

Hour.	Knots.	Tenth.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Bar.	Ther.	Wet Bulb.	Dry Bulb.				
A. M.									30.15							
1				E. N. E.	E. N. E.	5-6			30.40	62	56	56	O. c. d.	Jr.	0	
2				N. E. by E.	N. E. by E.	6			30.38	62	55	55		"	0	
3				N. E.	"	6			30.37	62	55	55	O. c. v.	"	0	
4				"	N. E.	6			30.36	62	55	55	"	"	0	
5				"	"	6-7			30.36	60	55	55	"	"	0	
6				N. E. by E.	"	6-7			30.34	62	56	56	O. c. m. d.	"	0	
7				"	N. E. by E.	6-7			30.34	62	56	56	"	"	0	
8				"	"	6-7			30.32	62	56	56	"	"	0	
9				"	"	5-6			30.33	62	57	57	O. c. g. m. v.	"	0	
10				"	"	5-6			30.33	61	58	57	"	"	0	
11				N. E.	N. E.	5-6			30.32	61	58	58	"	"	0	
Noon.				"	"	5-6			30.25	62	58	59	"	"	0	

Position at 8 A. M. { Latitude by
Longitude by

O " "

O " "

Position at noon: { Latitude by observation
Longitude by observation

O " "

Latitude by D. R.

O " "

Longitude by D. R.

O " "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

O " "

O " "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

400 gallons.

Water

during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1300

"

Coal consumed during the preceding 24 hours,

tons, 240 lbs.

Coal remaining on hand at noon,

70 " 176 "

A. M.																
1				N. E.	N. E.	5.			30.20	62	59	58	O. c. m. p.	"	0	
2				N. E. by E.	"	5-6			30.16	62	59	58	O. c. m. g. p.	"	0	
3				"	"	5			30.16	63	59	58	O. c. g. a. m.	"	0	
4				N. E.	"	5			30.14	63	59	58	"	"	0	
5				N. N. E.	N. N. E.	3-5			30.13	64	59	59	"	"	0	
6				North	North	3-5			30.11	65	59	59	"	"	0	
7				N. by W.	N. by W.	3-5			30.10	66	58	58	O. c. m. d.	"	0	
8				"	"	4-5			30.10	64	56	56	"	"	0	
9				"	"	4-5			30.10	62	55	55	b. c. d.	"	1	
10				N. N. W.	N. N. W.	4			30.11	62	55	55	"	"	1	
11				"	"	4-5			30.11	62	55	55	O. c.	"	0	
Mid.				N. by N.	N. by N.	4			30.11	61	56	55	"	"	0	

under the command of

Commander E. T. Strong
Wednesday, June 9th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast, cloudy and rainy. Stiff to fresh breeze from E. N.E. backing to N.E. Falling barometer.

S. M. Namee
Ensign U.S.N.

From 4 to 8 A.M.

Overcast, cloudy, mist and drizzling rain. Fresh to very fresh breeze from N.E. to N.E. by E. Barometer falling.

J. W. Jordan,
Lieutenant U.S.N.

From 8 A.M. to Noon.

Overcast, misty, rainy or drizzling. Strong to fresh N.E. by E. to N.E. breeze. At 9.30 mustered at quarters and received Division's pay follows:- Powder, instruction: Shot infantry 2nd, instruction: 3rd great guns and instruction: Navigators small arms instruction. By order of the Commanding Officer J. J. Stevenson (A.S.C.) was released from confinement at expiration of term and Parrell P.A. (A.S.C.) was placed in solitary confinement, for two days on bread and water: officer refusing to obey an order of a petty officer. Barometer falling rapidly last hour.

M. H. Line
Lieutenant U.S.N.

From Noon to 4 P.M.

Overcast, cloudy, rainy and misty. Stiff to fresh breeze from N.E. Barometer falling.

S. M. Namee
Ensign U.S.N.

From 4 to 8 P.M.

Overcast, squally, mist and drizzling all of watch. Gentle to strong breeze from N. N.E. to N. by N.

M. H. Line
Lieutenant U.S.N.

From 8 P.M. to Midnight

Cloudy to overcast. Light drizzle first part. Moderate to stiff breeze from N. by N. to N.N. by N. Steady barometer.

S. M. Namee
Ensign U.S.N.

Examined and found to be correct.

John L. Stewart
Lieutenant U.S.N.

Navigator.

LOG of the UNITED STATES

Ship *Essex*
At anchor in *Myack Bay, L. I.*

Third Rate,

Hour.	Knots.	Tenth.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prog. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.		a Height in inches, at 0.	Then, at 10.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.								30.12	63	55	55				
1				<i>N. W. by N.</i>	<i>N. W.</i>	<i>4.6</i>		30.10	63	55	56	<i>o. c.</i>	<i>n.</i>	<i>0</i>	
2				"	"	<i>3.4</i>		30.10	62	56	55	"	"	<i>8</i>	
3				<i>N. W.</i>	"	<i>3.4</i>		30.10	62	56	55	"	"	<i>8</i>	
4				"	"	<i>3.4</i>		30.10	62	56	55	"	<i>ci. cu. s.</i>	<i>6</i>	
5				"	"	<i>4</i>		30.10	63	57	56	"	<i>cu. s.</i>	<i>9</i>	
6				"	"	<i>2</i>		30.10	62	58	57	"	"	<i>9</i>	
7				"	"	<i>3</i>		30.10	62	57	57	"	"	<i>8</i>	
8				"	"	<i>4</i>		30.09	61	56	56	"	<i>ci. cu.</i>	<i>6</i>	
9				<i>W. N. W.</i>	<i>W. N. W.</i>	<i>4.5</i>		30.07	63	59	58	"	"	<i>5</i>	
10				<i>N. W. by W.</i>	<i>N. W. by W.</i>	<i>4.5</i>		30.08	64	62	60	"	"	<i>5</i>	
11				"	"	<i>5</i>		30.08	64	63	61	"	"	<i>4</i>	
Noon.				"	<i>N. W.</i>	<i>4</i>		30.07	62	62	61	"	<i>fr. m.</i>	<i>2</i>	

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.															
1				<i>N. W. by N.</i>	<i>N. W. by N.</i>	<i>3.4</i>		30.07	62	63	62	<i>o. c. m.</i>	<i>cu. m.</i>	<i>0</i>	
2				"	<i>N. N. W.</i>	<i>2.3</i>		30.07	63	63	62	"	"	<i>0</i>	
3				<i>North</i>	<i>North</i>	<i>2.3</i>		30.06	63	65	63	<i>o. c.</i>	"	<i>0</i>	
4				"	"	<i>3.4</i>		30.07	63	65	62	"	"	<i>0</i>	
5				<i>N. by W.</i>	"	<i>4</i>		30.08	66	63	61	"	"	<i>0</i>	
6				<i>North</i>	"	<i>4</i>		30.10	65	62	60	"	"	<i>0</i>	
7				"	"	<i>4</i>		30.11	66	61	59	"	"	<i>0</i>	
8				"	"	<i>4.6</i>		30.11	66	60	58	<i>o. c. d.</i>	"	<i>0</i>	
9				"	"	<i>3.4</i>		30.16	66	59	57	<i>o. c.</i>	<i>cu. m.</i>	<i>0</i>	
10				"	"	<i>3.4</i>		30.17	66	59	57	"	"	<i>0</i>	
11				<i>N. by W.</i>	"	<i>3.4</i>		30.18	65	58	57	<i>o. c.</i>	<i>cu. m.</i>	<i>1</i>	
Mid.				"	"	<i>2.4</i>		30.18	64	58	57	"	"	<i>5</i>	

under the command of

Commander E. T. Strong
Thursday, June 10th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast first hour. Clear last three hours. Gentle to fresh breeze from N.W. Barometer steady.

O. P. Jackson
Ensign U. S. N.

From 4 to 8 A.M.

Generally clear. Moderate to gentle S.W. breeze. Second sail to dry at 5 A.M. Preparing spars for painting. At 7 A.M. Forward Powder and 2^d Divisions went for small arms target practice. Executed morning orders.

M. H. Miller
Lieutenant U. S. N.

From 8 a.m. to Meridian

Cloudy and pleasant, misty last hour. Moderate to stiff breeze from W.S.W. to S.W. Barometer falling. Engaged in small arms target practice. Painting spars and upper works.

L. M. Kameo
Ensign U. S. N.

From Meridian to 4 p.m.

Overcast; misty first part. Light to moderate breeze from N.W. by N. to North. Barometer steady. Received in Dept. of Supplies and Accounts the following fresh provisions, 138 $\frac{3}{4}$ lbs each beef and vegetables and 111 lbs bread.

O. P. Jackson
Ensign U. S. N.

From 4 to 8 p.m.

Overcast and cloudy. Moderate to fresh breeze from North. Barometer rising. Lieutenant J. J. Luby, U. S. N. reported his return to the ship.

L. M. Kameo
Ensign U. S. N.

From 8 p.m. to midnight

Overcast first part, clearing latter part. Light to moderate breeze from North. Barometer rising.

O. P. Jackson
Ensign U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant, U. S. N. Navigator

LOG of the UNITED STATES

Ship *Cossey*
At anchor in Noyack Bay, Long Island

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction and Force of Surface Current.	Direction and Force of Under Current.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at 54°.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.						
A. M.									30.19	62	53	51			b.e.	S. cu.	5		
1				n. n. w.	n. n. w.	2.4			30.18	63	53	51				cu. n.	5		
2				North	North	3			30.18	63	53	52					5		
3									30.21	63	53	52					5		
4				n. by w.		2.4			30.22	64	53	51				S. cu.	5		
5				n. n. w.	n. by w.	2			30.24	64	53	51					3		
6				n. w.	n. w.	2			30.22	64	60	59					3		
7				w. n. w.	w. n. w.	2			30.21	63	61	59					4		
8				w. by n.		2			30.21	63	63	61				cu. n.	5		
9						3			30.20	63	63	63					3		
10				w. n. w.		3			30.19	66	66	63					4		
11						3			30.16	67	69	66					5		
Noon.						3													

Position at 8 A. M. { Latitude by
Longitude by

0 1 "

0 1 "

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

0 1 "

0 1 "

0 1 "

0 1 "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

0 1 "

0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

460 gallons.

Water

during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

400 "

Coal consumed during the preceding 24 hours,

tons, 2000 lbs.

Coal remaining on hand at noon,

71 " 16/6 "

P. M.																				
1		n w by w		w n w	2		30.14	63	72	67		b.e		fr. cu		5				
2					2		30.13	63	76	71						5				
3		n w		w n w	2		30.12	69	76	71		"				5				
4					2		30.10	69	75	70		"				6				
5		w by S.			2		30.08	70	75	70						6				
6		S w		S w	2		30.07	70	71	68						5				
7					2		30.07	69	69	67				fr. cu		4				
8		S w by w.		S w by w.	2		30.05	66	66	64				fr. cu		5				
9		w S w		w S w.	3		30.04	71	68	63						3				
10					3		30.07	71	68	63						6				
11					3		30.07	71	68	63						6				
Mid.					3		30.07	70	68	63						8				

under the command of

Commander E. J. Strong
Friday, June 11th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 a.m.

Clear and pleasant. Light to moderate breeze from N. N. W. to North. Barometer steady then rising.

J. M. Jordan,
Lieutenant, U. S. N.

From 4 to 5 a.m.

Cloudy and pleasant. Light breeze from North to W. N. W. Barometer unsteady. Engaged in painting spars.

L. M. Hance,
Ensign, U. S. N.

From 5 a.m. to midday

Cloudy and pleasant. Light to gentle breeze from W. N. W. Barometer falling. By order of Commanding Officer aboard, S. H. Farrell (app. S. C.), from confinement and released him to duty, by reason of expiration of confinement. By order of Navy Department transferred Charles Wheeler (app. S. C.) to the U. S. S. Richmond. Received in Dept. of Supplies and Accounts fresh provisions as follows: 11 lbs bread and 135 1/4 lbs beef and vegetables. Engaged in small arm target practice. Painting spars and outside of ship.

O. P. Jackson,
Ensign, U. S. N.

From midday to 4 p.m.

Clear and pleasant. Light breeze from W. N. W. to West. Barometer falling. First and Third Divisions firing at target with rifle and revolver. Finished painting ship outside. By order of Commanding Officer released from confinement and released to duty, E. H. Bells (app. S. C.), expiration of period of confinement. Disbanded for target yard.

J. M. Jordan,
Lieutenant, U. S. N.

From 4 to 5 p.m.

Fair and pleasant. Light breeze from West to S. W. by W. Barometer steady. Engaged in small arm target practice.

O. P. Jackson,
Ensign, U. S. N.

From 5 p.m. to midnight

Clear and pleasant. Gentle breeze from W. S. W. Barometer steady. Sketched distilling.

J. M. Jordan,
Lieutenant, U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant, Navigator

LOG of the UNITED STATES

Ship *Essex*
At anchor in Noyack Bay, L. I.

Ship's Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction and Force of Surface Current.	State of the Sea.
					Direction by Standard Compass.	Force.				Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
											6 - 0 15								
A. M.																			
1				W. by S.	W. by S.	3				30.06	69	64	63		b. c.	c. S.		0	
2						2				30.06	69	64	63		-			0	
3				N. W.	N. W.	2				30.04	69	64	63		-	f. c. w.		3	
4					W. by S.	2				30.03	67	63	62		-			3	
5						2				30.03	67	63	62						
6						3				30.03	67	63	64		b. c. m.	c. S.		1	
7				W. by S.	W. by S.	2				30.03	68	67	64			S. f. c. w.		5	
8						2				30.00	69	67	67		b. c. m.	f. c. w.		2	
9				W. S. W.		2				30.00	71	71	69		b. c.	c. c. w.		5	
10						2				29.98	71	73	69			c. c. w.		5	
11				S. W. by W.	S. W. by W.	2				29.97	70	74	70					6	
Noon.				W. S. W.		3				29.94	71	70	71					6	

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water Quilled during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																			
1				W. by S.	W. S. W.	2		29.92	73	75	71					b. c.	S. f. c. w.	5	
2						2		29.90	73	75	71							5	
3				W. by S.		2		29.89	72	73	70							2	
4						2		29.88	70	71	69							2	
5						2		29.88	70	71	69							2	
6						2		29.86	71	72	69							3	
7				N. W. by N.	N. N. W.	3		29.89	71	69	67					b. c. w.		3	
8						2		29.89	72	69	66							5	
9				N. W.		3		29.90	71	66	64						f. c. w.	6	
10					W. N. W.	3		29.92	69	68	62					b. c.	S. f. c. w.	9	
11				W. N. W.		3		29.92	69	68	62						c. c. w.	2	
Mid.						3		29.92	69	64	62					c. c.	c. w.	0	

under the command of *Commander E. D. Strong*
Saturday June 12th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 a.m.

air to cloudy. Light to gentle breeze from West and
N.W. Barometer falling slowly. Distilling

J. E. Luby,
Lieutenant U.S.N.

from 4 to 8 a.m.

Cloudy and pleasant. Light breeze from West and W by S. Barometer falling

O. P. Jackson,
Ensign U.S.N.

from 8 a.m. to Meridian

Clear and pleasant. Light to gentle breeze from W by S. to S by W. Barometer falling. Navigators, 1st and 2nd and 3rd Division firing at target with rifle and revolver. By order of Commanding Officer confined for two days on bread and water. J. H. Henderson (app. 1st), officer, committing a nuisance on gun-deck. Confined to 14 circles (app. 1st) on day on bread and water, officer refusing to obey the orders of an Approving Petty Officer. Released from confinement. A. M. S. (1st), expiration of period of confinement. Received on board in Department of Supplies and Accounts 15 1/2 lbs each fresh meat and vegetables and 10 lbs bread. Batches one car and points in dinghy while ashore on duty.

J. R. Jordan,
Lieutenant U.S.N.

from Meridian to 4 p.m.

Cloudy but pleasant. Light breeze from W.S.W. Barometer falling slowly. Continued the small arm target practice.

J. E. Luby,
Lieutenant U.S.N.

from 4 to 8 p.m.

Pleasant weather, thunder and lightning to the 1st latter part of watch. Light to gentle breeze from W.S.W. to N.W. Barometer rising. Navigators Division engaged in small arm target practice. E. Schmitt (S.M. 1st) while firing with his straight pull rifle at target was injured by powder blown into his right eye, caused by a split cartridge case, making a bad back.

J. R. Jordan,
Lieutenant U.S.N.

from 8 p.m. to Midnight

Clear at first, overcast last hour. Gentle breeze from N.W. at first shifting to W.N.W. second hour. Barometer rose first two hours, then steady.

J. E. Luby,
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator

LOG of the UNITED STATES Ship Essex

At anchor in Noyack Bay, Long Island.

Third Rate,

Hour.	Knots.	Tide.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.				TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction and Force of Surface Current.	Direction and Force of Under Current.	State of the Sea.
					Direction by Standard Compass.	Height in inches.				a	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.								
A. M.											29.91	69	64	62								
1				N. W. N.	N. N. W.		3				29.91	69	64	62					o. c.	en. s.		0
2				N. W. by W.			3				29.91	69	64	62					b. c.			3
3					N. W.		2				29.91	69	63	61						gen. s.		4
4							3				29.91	68	63	61								5
5				W. N. W.	W. N. W.		1				29.93	68	63	61								5
6				N. W.			1				29.93	67	64	62						s.		9
7				W. N. W.			1				29.94	67	64	62						ci.		9
8							1				29.94	67	64	63					b.			10
9				W. N. W.	W. N. W.		1				29.92	67	66	63					"			10
10					N. W.		3				29.91	69	69	64					b. c.	fr. cw.		9
11				W. N. W.			3				29.90	69	69	64								9
Noon.				W. by N.	W. N. W.		3				29.88	69	70	64								8

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water Diskland during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

500 gallons.

1400 "

1500 "

1 tons, 1600 lbs.

67 " 12 1/2 "

P. M.																						
1				W. by N.	W. N. W.		3			29.86	69	74	67					b. c.	fr. cw.			6
2				W. N. W.			3			29.84	71	77	69									6
3							3			29.83	72	76	69									6
4							3			29.81	73	78	68									6
5				N. W. by W.	N. W. by W.		3			29.80	72	78	68					b. c. l. b.	fr. cw. s.			4
6							2			29.81	72	71	67									4
7							2			29.82	73	70	67									3
8				N. N. W.	N. by W.		4			29.84	73	68	66					o. c. g. b. l.	en. w.			0
9				S. E. by S.	S. S. W.		3			29.89	72	63	62					o. c. g. b. l.				0
10				S. W. by S.	Variable		1-3			29.89	72	61	61					b. c. l. b.				3
11							0-1			29.89	71	61	61					b. c. l. b.	fr. cw. s.			6
Mid.				W. by S.			1			29.89	71	61	61					b. c. m.				6

under the command of

Commander E. J. Strong
Sunday June 18th

, U. S. Navy,

1847.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 a.m.

Distilling.

Breeze to cloudy. Light to gentle breeze from N.W. by N. to N.W.

M. Muline
Lieutenant U.S.N.

From 4 to 8 a.m.

Clear and pleasant. Light air from W.N.W. Barometer rising slowly.

J. V. Jordan
Lieutenant U.S.N.

From 8 a.m. to Meridian

Clear and pleasant. Light air to gentle breeze from W.N.W. and N.W. Barometer falling slowly. At 9.40 mistral and inscribed at quarters. Commanding Officer inscribed ship and crew. At 10.00 Commanding Officer held Divine Service on gun-deck. By order of Commanding Officer released from confinement Dircks, W.G. (app. set) his term of confinement having expired.

J. B. Luby
Lieutenant U.S.N.

From Meridian to 4 p.m.

Clear. Gentle W.N.W. breeze. Barometer falling. Distilling.

M. Muline
Lieutenant U.S.N.

From 4 to 8 p.m.

Cloudy to overcast, thunder and lightning. Moderate squall from N.N.W. last hour. Light to fresh breeze from N.W. by W. and N. by W. Barometer falling slowly at first and then rising slowly.

J. B. Luby
Lieutenant U.S.N.

From 8 p.m. to Midnight

Overcast, squally, rainy, thunder and lightning. First part, clearing, last part, very fresh to gentle breeze in squalls from N. by W. to S.E. by E. first part. Variable light air last part. Barometer rising rapidly first hour then steady. Distilling.

M. Muline
Lieutenant U.S.N.

Examined and found to be correct.

John Stewart
Lieutenant U.S.N. Navigator

LOG of the UNITED STATES

Ship *Essex*
At anchor in Noyack Bay, Long Island

Wind Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Forme of Clouds, by symbols.	Direction and Force of Surface Current.	Direction and Force of Under Current.	State of the Sea.
					Direction by Standard Compass.	Force.		At Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.					
A. M.								30.15								
1				N S W.	Variable	0-1	29.89	70	60	60		o.c.m.	en.n.			0
2				South	"	0-1	29.89	71	59	58		"	"			0
3				to N. E.	"	0-1	29.89	68	59	58		"	"			0
4				N. E.	N. E.	2	29.89	67	59	57		"	"			0
5						2	29.45	67	59	58		"	"			0
6				N. N. E.	N. E. by N.	2	29.46	67	59	58		"	"			0
7					North	3	29.98	68	58	57		"	"			0
8				N by W.	N. E. by N.	3	29.99	68	59	57		b.c.m.	"			2
9				N. N. E.	"	2	30.01	68	61	59		"	c. ex. from S.			3
10				N. W.	"	2	30.01	68	62	60		"	"			5
11				S W.	Variable	0-1	30.02	68	63	61		"	"			5
Noon.				S W by W.	"	1-2	30.02	68	64	62		"	"			5

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water *Discharged* during the preceding 24 hours,

1700 "

Water remaining on hand fit for use at noon,

2400 "

Coal consumed during the preceding 24 hours,

2 tons, 1280 lbs.

Coal remaining on hand at noon,

84 " 2176 "

P. M.																	
1		South	S.E.	1-2	30.01	65	64	62	beam	from n.	3						
2		S.S.W.	S.S.W.	2	30.02	65	62	61	beam	"	2						
3		"	"	2	30.03	65	62	61	beam	"	2						
4		"	"	2	30.03	65	62	61	oc. beam	"	0						
5		"	"	2	30.03	67	61	61	beam	"	3						
6		W.S.W.	S.W. by W.	3-4	30.03	67	61	60	beam	"	5						
7		"	W.S.W.	3	30.04	67	60	60	beam	"	5						
8		"	"	2	30.04	67	60	60	"	"	5						
9		West	W by S.	3	30.05	68	63	62	"	"	6						
10		W by N	"	3-4	30.05	68	64	62	"	"	3						
11		"	W by N.	3-4	30.05	68	64	62	"	"	4						
Mid.		"	"	3-4	30.05	68	64	62	"	"	3						

under the command of

Commander C. J. Strong
Monday, June 11th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 11 a.m.

air to light N.E. by breeze

Overcast, cloudy and misty. Calm and light variable

L. M. Dames

Ensign, U.S.N.

From 11 a.m. to 4 a.m.

Overcast to cloudy. Light to gentle breeze from N.E. and E.E. Barometer rising. Rain out morning or less

J. S. Luby,
Lieut., U.S.N.

From 4 a.m. to Meridian

Cloudy. Light air from N.E. by N. variable last part. Small arm launch party ashore in charge of the Navigator, Lieutenant J. S. Luby, U.S.N. was detached and ordered to the U.S.S. Albatross. By order of the Commanding Officer, Vaughan, G. H. (app'd) was placed in solitary confinement on bread and water for one day. Officer disobedient to an Officer, and J. H. Henderson (app'd) was released from confinement, him exposed. The following named men were injured while firing at target by powder gas escaping from breach of rifle: J. Olson (S.M.), B. Palmer (S.E.), J. R. Kelly (S.E.), and J. Hall (Copper Smith). Sent 1st cutter in to back to be scrubbed. Sent main rig sail. Distilling.

M. Mulne
Lieutenant, U.S.N.

From Meridian to 1 p.m.

Cloudy with passing rain squalls, light breeze from S.E. to S.S.W. Rising barometer. Recd in Dept of Supplies and Accounts fresh provision as follows: 127^{1/2} lbs each of beef and vegetables and 110 lbs bread. Thunder and lightning in rain squalls

L. M. Dames
Ensign, U.S.N.

From 1 p.m. to 5 p.m.

Cloudy, squally, rainy, thunder and lightning, first hour, then clearing. Gentle to moderate S.S.W. to W.S.W. breeze. At 7.00 went to quarters and stowed out clean hammocks.

M. Mulne
Lieutenant, U.S.N.

From 5 p.m. to midnight

Cloudy and cool. Gentle to moderate breeze from W by S. to W by N. Shady barometer. Moonlight. Distilling.

L. M. Dames
Ensign, U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant, U.S.N., Navigator

LOG of the UNITED STATES

Ship *Cossey*
At anchor in Noyack Bay, Long Island

Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.				TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					a Height in inches - 0.15"	Ther. at V.	Mer. Bar.	Alc. Wet Bulb.	Water at Surface.							
A. M.																					
1				W. N. W.	W. N. W.		2			30.05	67	64	62			b. c.	f. c.		1		
2				.	.		2			30.05	67	63	62			.	.		6		
3				.	.		2			30.05	67	63	62			.	c. c.		6		
4				.	.		2			30.05	67	63	62			.	.		7		
5				.	.		2			30.05	67	64	63			.	.		8		
6				N. N. W.	N. W.		2			30.09	67	64	63			.	f. c.		8		
7				N. W.	.		1-2			30.09	67	64	63			.	.		8		
8				N. W. by W.	N. W. by W.		1-2			30.09	66	65	63			.	.		9		
9				.	.		2			30.09	67	65	65			.	.		4		
10				W. S. W.	W. S. W.		2			30.07	69	67	65			.	.		8		
11				W. S. W.	.		3			30.07	69	69	65			.	.		8		
Noon.				W. by S.	.		3			30.00	69	70	66			.	.		8		

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon :

Distance made good since preceding noon :

Distance by Log since preceding noon :

Current per hour : miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *Distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

500 gallons.

700 "

2600 "

tons, 1600 lbs.

24 " 576 "

P. M.																				
1				W. S. W.	W. S. W.	2			30.03	71	73	68					b. m.	f. c.	5	
2				W. by S.	.	2-3			30.01	72	74	67					.	.	4	
3				W. S. W.	.	2			29.99	73	75	68					.	.	3	
4				W. S. W.	W. S. W.	3			29.99	73	74	68					c. m.	f. c.	0	
5				N. by E.	Variably	1			29.99	72	71	66					c. b.	.	0	
6				N. N. E.	East	1-3			30.03	71	68	66					c. p. q. l.	f. m.	0	
7				W. by N.	N. by E.	1-3			30.00	71	66	64					.	.	0	
8				N. by E.	N. E. by N.	1-2			30.00	71	64	64					b. c.	f. c.	3	
9				W. by S.	W. by S.	1-2			30.00	71	64	63					.	.	4	
10				.	Variably	1			30.00	71	64	63					.	f. c.	7	
11				W. S. W.	W. S. W.	1-2			30.00	71	64	64					.	e.	9	
Mid.				.	.	2			30.02	70	64	64					b.	-	10	

under the command of

Commander E. J. Strong
Tuesday, June 15th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 a.m.

Clear and pleasant. Light breeze from W.N.W. Barometer steady. At 3.00 finished distilling

O. P. Jackson
Ensign, U.S.N.

From 4 to 5 a.m.

Clear and pleasant. Light air to light breeze from W.N.W. to N.W. Barometer rising then steady. Scrubbed hammocks

J. R. Jordan
Simpson, U.S.N.

From 5 a.m. to Meridian.

Clear and pleasant. Light to gentle breeze from N.W. by W to West. Barometer falling. Had pistol firing by Wardens from ship. Released from confinement by order of Commanding Officer Banghur, G. (app'd cl.) his period of confinement having expired. Discharged from the Naval Service Johnson, J. W. (Chgo) his period of enlistment having expired.

L. M. Namee
Ensign, U.S.N.

From Meridian to 4 p.m.

Cloudy and pleasant. Light to gentle breeze from West to W.S.W. Barometer falling. Paid in Dept of Supplies and Accounts fresh provision as follows: 124 lbs bread, 15 1/2 lbs each beef and vegetables, and also four hundred and fifty dollars (\$450.00) in cash Dept.

O. P. Jackson
Ensign, U.S.N.

From 4 to 6 p.m.

Cloudy with rain last part. Light variable air to gentle breeze from East to N.E. by N. Barometer unsteady. By order of Commanding Officer placed in solitary confinement on bread and water for three days, St. Boyd (app'd cl.) officer: unpractised disobedience of orders. Sent down top gallant mast at 4.10

L. M. Namee
Ensign, U.S.N.

From 6 p.m. to midnight

Cloudy to clear. Fine weather. Light variable air to light breeze from West. Barometer steady.

O. P. Jackson
Ensign, U.S.N.

Examined and found to be correct.

John W. Stewart
Simpson, U.S.N. Navigator.

LOG of the UNITED STATES Ship Essex

At anchor in Noyack Bay, Long Island

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prev. of Clear Sky, in fobs.	State of the Sea.
					Direction by Standard Compass.	Height in inches.				Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.						
A. M.											0.15								
1				W. S. W.	W. S. W.	3				30.02	70	64	64		b. c.	cu	4		
2				W. S. W.	W. S. W.	3				30.02	70	64	64		"	"	8		
3				W. S. W.	W. S. W.	3				30.02	70	64	64		"	cu.	7		
4				W. S. W.	W. S. W.	3				30.01	69	63	63		"	"	6		
5				W. N. W.	W. N. W.	2				30.02	69	64	63		b.	"	10		
6				W. N. W.	W. N. W.	1-2				30.03	69	64	63		"	"	10		
7				N. W.	N. W.	1-2				30.03	69	64	64		"	"	10		
8				N. W.	N. W.	2				30.03	69	65	64		"	"	10		
9				N. W.	N. W.	2				30.04	69	66	64		b. c.	cu.	9		
10				N. W.	N. W.	2				30.04	69	67	67		"	"	9		
11				W. N. W.	W. N. W.	2				30.02	70	71	69		"	"	8		
Noon.				W. N. W.	W. N. W.	2-3				30.01	71	72	69		"	fc. cu.	7		

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

miles.

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

2100 "

Coal consumed during the preceding 24 hours,

tons, 1440 lbs.

Coal remaining on hand at noon,

63 " 1376 "

P. M.				W. N. W.	W. N. W.	2			30.01	72	73	70		b. c.	cu.		7	
1				"	"	2			30.00	72	73	70		"	"		7	
2				"	"	2			30.00	73	74	72		"	"		7	
3				"	"	2			30.00	73	75	69		"	"		7	
4				N. N. W.	N. N. W.	2			30.00	73	76	64		"	"		7	
5				N. by W.	"	2			30.01	73	77	71		"	"		6	
6				N. by W.	North	2			30.04	74	72	69		"	"		4	
7				N. by W.	Variable	1-0			30.05	74	68	66		"	cu. s.		3	
8				N. by W.	"	0-1			30.05	74	68	66		b. c. m.	"		6	
9				W. by N.	Palm	0			30.09	73	67	65		"	"		4	
10				N. W. by W.	"	0			30.09	72	66	64		"	"		5	
11				N. W. by N.	Variable	0-1			30.09	72	66	64		"	g. f. m. s.		5	
Mid.																		

under the command of

Commander E. J. Strong
Wednesday, June 16th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 a.m.

Barometer steady

Clear and pleasant. Gentle breeze from W.S.W. to West.

J. R. Jordan,
Lieutenant, U.S.N.

From 4 to 5 a.m.

Clear and pleasant. Gentle breeze from West to N.W. Barometer mostly steady. Extended morning orders.

L. M. Vance
Ensign, U.S.N.

From 5 a.m. to Meridian.

Clear, fine weather. Light to gentle breeze from N.W. to W.N.W. Barometer falling. By order of Commanding Officer confined Gilbert W.S. (app. 2d cl.) for two days on bread and water for disobedience of orders. Sent up top gallant masts. Made preparations for binding sail.

O. P. Jackson
Ensign, U.S.N.

From Meridian to 4 p.m.

Clear and pleasant. Light breeze from W.N.W. Barometer falling. Sun shady. Sent sail. Crossed top gallant and royal yards. Scuttled foreb. ladders. P. S. Platts (Ch. 1st) returned from leave. Enlisted for 5 years (general service) as Chief Yeoman, J. W. Johnson.

J. R. Jordan
Lieutenant, U.S.N.

From 4 to 5 p.m.

Clear and pleasant. Calm to light breeze from W.N.W. to North. Barometer rising. Made preparations for getting under way. E. A. Cronin (m. & a. 3d cl.) left the ship on four days leave of absence.

O. P. Jackson
Ensign, U.S.N.

From 5 p.m. to midnight

Clear and pleasant. Light dew. Calm and light variable air. Barometer rising. Sun shady.

J. R. Jordan
Lieutenant, U.S.N.

Examined and found to be correct.

John H. Stewart
Lieutenant, U.S.N. Navigator.

LOG of the UNITED STATES

Ship *Essex*
At anchor in Nagasaki Bay, Long Island

Ship's Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prev. of Clear Sky, as indicated by shading.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Wet Bulb.	Water at Surface.			
A. M.															
1				N. W. by N.	Variable	1		30.11	69	64	62	b. c.	dis. sp. c.	5	
2				S. W.	Balm	0		30.11	69	64	62	"	"	5	
3				"	"	0		30.11	69	64	62	"	"	5	
4				"	"	0		30.12	69	64	62	"	"	7	
5				Various	"	0		30.14	69	65	63	b. c. m.	"	6	
6.5			22.9	"	"	0		30.14	68	65	63	"	"	5	
7	8	9	27.7	"	N. N. W.	1		30.16	66	63	61	"	"	5	
8	6	9	34.6	W. N. W.	"	0-1		30.16	66	63	61	"	"	4	
9	7	1	41.7	"	Variable	0-1		30.16	67	65	63	"	"	3	
10	6	7	48.4	"	East	0-1		30.16	67	65	67	o. c. m.	from s.	0	
11	6	6	55.0	"	"	0-1		30.15	68	72	70	"	"	0	
Noon.	6	6	61.6	"	"	0-1		30.14	68	73	71	"	"	0	

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observationLatitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.															
1	5	7	64.4	W. N. W.	East	1		30.14	68	74	71	o. c. m.	from s.	0	
2	4	0	64.5	W. N. W.	"	1		30.14	68	73	71	"	"	0	
3	4	0	70.2	W. N. W.	"	1		30.10	69	69	67	"	"	0	
4	7	0	76.5	W. N. W.	S. W.	1-2		30.06	68	69	67	"	"	0	
5			84.5	W. N. W.	"	1-2		30.03	68	68	66	"	"	0	
6				Various	"	1-2		30.02	68	68	66	"	"	0	
7				W. S. W.	N. E.	1-2		30.02	70	66	65	"	"	0	
8				S. W.	"	1-2		30.00	69	65	64	o. c. p. m.	"	0	
9				S. by W.	Palm to Variable	0-1		30.01	70	65	64	o. c. m.	"	0	
10				E. by S.	North	1-2		30.01	68	65	64	"	"	0	
11				N. E.	N. E.	2		30.01	66	64	63	o. c. m. p.	W. N. W.	0	
Mid.				N. E. by N.	"	2		30.02	68	64	62	o. c. m.	"	0	

under the command of

Commander E. J. Strong
Thursday, June 17th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 a.m.

fires were started in A. S. and D. boilers
Cloudy to fair. Light variable airs and calms. At 12.30

M. Hulme
Lieutenant N.S.N.

From 4 to 8 a.m.

Fair and pleasant. Calms to light airs from N.N.W. Barometer steady. At 11.30 got underway and steamed out of Nojack Bay and through Gardens Bay. Commanding Officer at the helm. At 7.25 took departure from Plum Island Light bearing S by E 1/2 E (mag), distant 1 1/2 miles, port log reading 30.1 and six counts W 1/2 N. At end of watch on course W 1/2 N. Steaming with boilers A. S. D. At steam pressure 55 lbs, at revolutions 113. Draft of ship full 15' 6", aft 18' 6"

O. T. Jackson
Ensign N.S.N.

From 8 a.m. to meridian

Cloudy, hazy around horizon. Calm and light variable and Ely airs. Barometer falling. Standing up Long Island Sound, Commanding Officer coming under steam alone. Shifting a course W 1/2 N. Inspected apprentices bags. Average steam pressure 55 lbs, average revolutions 113.

J. R. Jordan
Lieutenant N.S.N.

From Meridian to 4 p.m.

Overcast and misty. Light airs from the East to S.W. Standing down Long Island Sound, Commanding Officer coming. At 1.10 changed course to W 3/4 N. port log 73.0. At 2. picked up Pilot of Calons Point, and then standing down Sound. Pilot coming.

M. Hulme
Lieutenant N.S.N.

From 4 to 8 p.m.

Cloudy and misty, light passing showers last hour of watch. Light airs to light breeze from S.W. to N.E. Barometer falling. Standing up Long Island Sound under steam alone, Pilot directing the course. At 5.55 came to in Start Island Roads with port anchor in 11 1/2 fathoms of water, rising to 25 fathoms on port chain. Mud bottom. Banked fires and started distilling. Boatswain at anchorage: Shipping Slow Light House - South, City Island Pavilion - North, Shuck's Point - East. Average steam pressure 55 lbs, average revolutions 113.

J. R. Jordan
Lieutenant N.S.N.

From 8 p.m. to midnight

Overcast, misty, passing showers, 3' hour. Calm, light airs and breeze from N.E. to North. Distilling.

M. Hulme
Lieutenant N.S.N.

John Stewart
Lieutenant N.S.N. and Navigator.

LOG of the UNITED STATES

Ship Essex

Third

Rate,

At anchor in Hart Island Roads, Long Island Sound

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.		On Height in fathoms.	Ther. at 5 ft.	Air, dry bulb.	Air, wet bulb.	Water at Surface.			
A. M.								-0.22							
1				North	North	1		30.02	67	64	62		o. c. m.	cu. n.	0
2				N. n. E.	"	1-2		30.00	66	63	61		"	"	0
3				"	"	2		30.00	66	63	61		"	"	0
4				N. W. by W.	"	1-2		30.00	66	63	61		"	"	0
5				W. N. W.	W. N. W.	1		30.01	65	61	60		b. c.	ci. cu.	2
6				N. N. W.	N. N. W.	1		30.02	67	64	62		"	"	7
7				North	Palm	0		30.02	67	66	64		"	ci. s.	8
8				W. S. W.	N. W.	1		30.04	67	66	64		"	ci.	9
9				S. S. W.	"	1		30.06	68	70	65		"	"	7
10				"	"	1		30.09	68	76	74		"	"	8
11				Various	"	0-1		30.10	68	76	71		"	f. cu.	8
Noon.				"	Variable	0-1		30.08	70	76	70		"	"	7

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water *Distilled* during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

0 " "

miles.

miles.

0 " "

0 " "

500 gallons.

500 "

1400 "

2 tons, 199 lbs.

52 " 1260 "

P. M.															
1				Various	N. E.	2-3		30.08	73	74	70		b. c. m.	ci. fr. cu.	6
2				N. E. by N.	"	3		30.08	73	74	70		"	"	5
3				N. N. E.	"	3		30.07	73	74	70		"	"	5
4				N. E. by N.	"	3		30.07	74	77	71		"	fr. cu. s.	5
5				N. N. E.	"	2		30.10	74	76	70		"	"	5
6				"	"	2		30.11	74	76	74		"	fr. cu.	5
7				"	N. N. E.	1		30.13	74	76	74		"	"	5
8				N. E. by N.	Variable	0-1		30.13	75	78	70		"	"	4
9				S. W. by S.	S. W. by W.	1		30.13	75	73	70		"	"	6
10				S. W.	"	1		30.16	74	70	69		"	ci.	9
11				"	"	1		30.17	64	70	69		"	"	9
Mid.				"	S. W.	1		30.19	72	67	65		"	"	9

under the command of

Commander E. J. Strong
Friday, June 18th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

550-

Commence and until 12 a.m.

North. Banked fire. Discharging. Overcast cloudy and misty. Light air to gentle breeze from

L. W. Kame
Ensign, U.S.N.

from 12 to 3 a.m.

Clear and pleasant. Calm and light air from N.W. and W.W. Barometer rising. Swings to flood current at 7.30. Discharging.

J. M. Jordan,
Lieutenant, U.S.N.

from 3 a.m. to Meridian

Clear and warm. Variable air and light air from N.W. At 9.25 Pilot came on board. At 9.30 muskied at quarters. At 10.00 called all hands up anchor and at 10.25 got under way. Standing down through narrows and Shell Gals. Pilot coming. At noon abridal North end of Blackwells Island. By order of Commanding Officer W.S. Gilbert (app't'd) was released from confinement, him having expired, and Walter, J.H. (app't'd) was placed in solitary confinement for two days on bread and water. Officer discharging of orders.

W. H. Luce
Lieutenant, U.S.N.

from Meridian to 12 p.m.

Clear and warm. Light to gentle breeze from N.E. Barometer nearly steady. Standing through Shell Gals, East River and North River for an anchorage off 21st street. Commanding Officer and Pilot coming the ship. At 1.05 made number to Vermont and saluted Commodore's flag with 11 guns, which salute was returned by 7 guns. Sent down top gallant and royal yards and hoisted top gallant mast. Diddled top gallant mast after passing under the bridge. At 1.55 came to with port anchor in a fallow, soft bottom and drifted to 20 fms outside. Secured the chain. Barring from anchorage. Fire 12 to 1.45. Hoisted bridge N.E. (mag.) Got out accommodation ladders and lower booms and hoisted out steam launch. At 3 o'clock crossed top gallant and royal yards and sent the port Pilot left the ship at 2.30. Draft 12' 13", aft 16' 1". Continued by order of Commanding Officer. Gibson R. (boat passed) for 3 days in double rows. Officer-dispatched to a Chief Petty Officer. Let fire out in boats A. and B., discharging on boat C.

L. W. Kame
Ensign, U.S.N.

from 12 to 3 p.m.

Clear. Light breeze to light air from N.W. to N.N.W. Ensign R.D. Sellers U.S.N. reported on board for duty as watch and division Officer. By order of Commanding Officer H.G. Boyd (app't'd) was released from confinement, him having expired. Discharging. Sent thirty party ashore.

W. H. Luce
Lieutenant, U.S.N.

from 3 p.m. to Midnight

Clear and pleasant. Light air from S.W. by W. to S.W. Barometer rising. Commenced swinging to flood at 7.30, finished at 9.55.

L. W. Kame
Ensign, U.S.N.

Examined and found to be correct.

John Stewart
Lieutenant, U.S.N. Navigator

LOG of the UNITED STATES

Ship Essex
Anchored off 34th St. Hudson River, New York

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			a. Height in inches.	Ther. at d.	Air.	At Wet Bulb.	Water at Surface.			
A. M.									30.22 - 0.2							
1				S.W. by S.	N. N. E.	1-2			30.20	72	66	63	b. c.	ci.	1	
2					Variable	0-1			30.21	70	66	63		ci. cu. s.	6	
3				N. N. E.	West	0-1			30.23	70	64	62			6	
4					East	2			30.25	70	64	62			5	
5				N. E.	Balm	0			30.27	67	62	60			7	
6				N. E. by N.		0			30.29	69	70	66		ci. s.	8	
7				N. N. E.		0			30.29	69	70	66			8	
8				N. by E.	N. N. W.	0-1			30.36	69	70	70	b. m.		8	
9				N. N. E.	N. N. E.	0-1			30.30	69	78	72			6	
10				S. W. by S.	S. W. by S.	0-1			30.27	71	78	72			7	
11						1-2			30.27	72	74	72			7	
Noon.				S. W.		1-2			30.25	73	76	69			7	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water Distilled during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																
1				S. W. by S.	S. S. W.	2			30.24	73	76	70	b. c.	ci.	9	
2				S. W.	S. S. W.	2			30.23	73	76	70			4	
3				S. S. W.	S. S. W.	2-3			30.21	78	79	72			4	
4				S. E.		3-4			30.17	78	79	70	b. m.		8	
5				North		3-4			30.16	78	76	67			8	
6				N. N. E.		4			30.15	78	76	68		ci. cu. s.	5	
7				N. by E.	S. by W.	4			30.16	74	72	68			5	
8				N. N. E.		4			30.16	74	71	67			3	
9				East	South	4			30.15	72	70	65	b. c.		5	
10				S. S. W.		4			30.14	72	69	64	b. c.	cu. m.	0	
11				S. W. by S.		4			30.13	72	68	64			0	
Mid.				S. W.	S. S. W.	3-4			30.10	72	68	64	ced.	cu. m.	0	

under the command of Commander C. J. Strong
Saturday, June 19th

, U. S. Navy,
, 1897 .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 12 a.m.

fair and pleasant. Calms to light variable ~~and~~ breeze
Barometer rising. Commenced swinging to 2.20, finished 2.40

O.P. Faucher
Ensign U.S.N.

From 4 to 6 a.m.

Chat and warm. Light N.W. by air and calm. Excellent morning
order. Liberty men all rejoiced. Fighting

W. A. Hulme

from 8 a.m. to meridian

Char and Pheasant. Calm to light breeze from N.W. to S.W. S. barometer falling. Had quarts at 9.30 and inspected bidding. C. Warnock (Ch. En.) in hand from here. Distilling. Received in Dept of Supplies and Accounts \$5,000.00

L. W. Hamee
Ensign U.S.N.

From Meridian to 4 p.m.

Char and phasant. Light to moderate breeze from S.S.W. Barometer falling. At 110. Commanding Officer by order of Secretary of the Navy, directed A.R. Hansen (app 3rd cl.) charge, with specifications against him, and notified him that he would be tried by General Court Martial of which Commander of J. Hunter, U.S.N. is president, also that the Judge Advocates would summon such witnesses as might be required for his defense. Transferred to U.S.R.S. venment in single irons A.R. Hansen (app 3rd cl.) to await trial by General Court Martial for theft slack water at 2.15 Discharging.

O. P. Sackett
Ensign. U.S.N.

From 11 to 5 p.m.

Char to cloudy and pleasant. Gentle to moderate breeze from S.W. to S by E. Barometer
marked steady. About 7.50 a large lot of canal boats and barges being made up on the port beam
swinging with the flood tide and fouled along the port side. Rigger in port lower boom and 2^d
cutler and brashed low char. 2^d cutler was slightly injured. Lined out discharging at 7.50 and
let pins die out. Commenced swinging to flood at 9 o'clock

S. W. Kamee
Ensign, U.S.N.

From 8 p.m. to Midnight

Overcast. Light drizzle last hour. Moderate to gentle breeze from South to S.S.W. Swinging to flood from 4.00 to 9.30. Barometer falling.

W. S. W.

Examined and found to be correct.

John Stewart Navigator.

LOG of the UNITED STATES Ship Essex

Anchored off 34th Street, Hudson River, New York

Shird Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Lowest.	BAROMETER.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Temp. of Clear Sky, in Fobs.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		On Height in inches at 4.	Ther. Bulb.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.									-0.27								
1				S. W.	S. W.	4			30.10	70	65	63		o.c.m.r.	en. n.	0	
2						3-4			30.05	70	64	63		"	"	0	
3				S. W. by S.	"	3-4			30.07	70	64	63		"	"	0	
4				N. N. E.	"	3-4			30.05	66	63	63		o.c.m.b.	"	0	
5					"	4			30.02	70	64	63		o.c.g.	"	0	
6				N. W. by N.	"	4			30.00	70	64	64		"	"	0	
7					"	4			30.00	70	66	65		"	"	0	
8					"	4			29.99	69	66	65		"	"	0	
9				N. N. E.	W. by S.	4			29.97	69	65	67		o.c.m.	"	0	
10				N. by W.	"	4			29.96	70	70	68		b.c.m.	fr. n. s.	4	
11				S. W. by W.	"	4			29.95	71	73	70		"	"	3	
Noon.				S. W. by S.	"	3			29.93	72	73	70		"	"	3	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water Disbanded during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

500 gallons.

600 "

2700 "

— tons, — lbs.

50 " 780 "

P. M.																	
1				S. W.	W. by S.	1-2			29.91	73	73	71		o.c.m.b.	en. n.	0	
2				S. W. by S.	"	0-1			29.91	73	75	72		o.c.m.b.	"	0	
3				W. S. W.	N. W.	2-4			29.91	73	74	69		o.c.m.	"	0	
4				North	"	2-3			29.91	73	74	69		b.c.	en. n.	4	
5				N. N. E.	"	3			29.91	72	75	68		"	"	5	
6				"	"	3			29.93	74	75	68		"	"	6	
7				"	"	2			29.95	73	72	66		"	"	5	
8				"	"	2			29.99	71	69	62		"	fr. n. s.	6	
9				"	"	2			30.01	71	64	60		"	"	4	
10				"	"	3			30.01	70	63	59		b.	"	10	
11				N. N. W.	N. by W.	3-4			30.05	66	61	57		"	"	10	
Mid.				S. W.	N. N. W.	0-4			30.05	66	59	56		"	"	10	

under the command of

Commander E. J. Strong
Sunday, June 20th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 10 a.m.

Overcast and raining. Gently to moderate breeze from S.W.
Commenced swinging to ebb at 3.30. Barometer falling.

D. H. Sellers

Ensign, U.S.N.

From 10 to 5 a.m.

Overcast and foggy. Moderate breeze from S.W. Barometer falling slowly.
Issued morning orders. Liberty party returned. Rec'd in Dept of Supplies and Accounts fresh provisions as follows: 40 lbs bread and 13 1/2 lbs each of beef and vegetables.

L. M. Hance

Ensign, U.S.N.

From 5 a.m. to Meridian.

Cloudy and pleasant. Overcast first hour. Moderate to gently breeze from W by S. Barometer falling. At 9.30 mustered and inspected at quarters, 1000 H. (L.P.) absent. Commanding Officer inspected ship and crew. At 10⁰⁰ held Court Service. By order of Commanding Officer released from confinement and returned to duty: Walsh, J. H. (A.P. 3rd), his term of confinement having expired. E. A. Brown (M.A. 3rd) returned from leave. Returned permanent appointments to the following men: A. Clavin (2nd M. 1st), J. P. L. Worken (Painter), J. P. Withner (2nd M. 3rd), E. A. Brown (M.A. 3rd), E. D. Smith (2nd M. 3rd), J. J. White (M.A. 3rd).
Swinging to flood from 9.40 to 10.20.

O. P. Jackson

Ensign, U.S.N.

From Meridian to 4 p.m.

Overcast and misty with occasional shower first half of watch, clearing last hour. Light air from West shifting to N.W. Commenced swinging to ebb at 2.40. Barometer steady. Captain left the ship on two days leave.

D. H. Sellers

Ensign, U.S.N.

From 4 p.m. to 5 p.m.

Fair, fine weather. Gently to light breeze from N.W. Barometer steady. Finished swinging to ebb at 4.00.

O. P. Jackson

Ensign, U.S.N.

From 5 p.m. to Midnight

Clear cool and pleasant. Gently to moderate breeze from N.W. to N.N.W. Commenced swinging to flood at 10.15, finished at 11.15. Moon set at 10.40. Barometer rising slowly.

D. H. Sellers

Ensign, U.S.N.

John W. Stewart
Lieutenant, U.S.N., Navigator

LOG of the UNITED STATES

Ship *Essex*
Anchored off 34th Street, Hudson River, New York

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.				TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction and Force of Surface Current.	Direction and Force of Under Current.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.								
A. M.				S.W.	N.W.		2			30.06	64	52	54				b.	-			10	
1				"	"		2			30.07	61	52	54				"	"			10	
2				"	"		2			30.08	61	54	53				"	"			10	
3				"	"		2			30.11	59	54	51				"	"			10	
4				N.W.	"		2			30.11	57	54	51				"	"			10	
5				N.W.	"		2			30.12	58	58	50				"	"			10	
6				"	"		2			30.17	57	62	52				"	"			10	
7				"	"		2			30.17	60	66	59				"	"			10	
8				"	"		3			30.17	62	66	61				b.c.	few			6	
9				"	"		3			30.18	64	67	62				"	"			7	
10				"	"		3			30.18	64	67	61				"	"			6	
11				N.W. by W.	"		3			30.15	64	65	62				"	"			7	
Noon.				S.W. by S.	"		3			30.15	64	65	62				"	"			7	

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																						
1				S.W.	N.W.	3-4				30.12	66	70	61					b.c.	few			5
2				"	"	3-4				30.11	67	72	62					"	"			5
3				"	"	3-4				30.10	68	72	64					"	"			5
4				"	"	3-4				30.09	69	73	66					"	"			5
5				N.W.	"	3				30.09	69	74	65					b.c.	"			6
6				N by E.	"	1-2				30.10	70	74	67					"	"			6
7				N.W.	"	1-2				30.10	70	73	66					"	"			6
8				"	"	1				30.11	70	64	65					"	"			6
9				"	"	1				30.13	69	65	62					"	"			9
10				"	"	1				30.15	69	62	60					b.	"			10
11				"	"	1				30.17	67	62	59					"	"			10
Mid.				N by E.	"	1				30.17	67	61	59					"	"			10

under the command of

Commander E. J. Strong
Monday, June 21st

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 11 a.m.

Char and coal. Light breeze from N.W. Barometer rising. Riding to flood.
until 2.30 when started swinging to ebb.

J. W. Jordan
Lieut.

From 11 to 6 a.m.

Char and coal. Light breeze from N.W. Barometer rising. Exercised morning
orders. Liberty party returned. Met in Dept of Supplies and Accounts. Took provisions
as follows: 110 lbs bread, 137 1/2 lbs each of beef and vegetables. At 11⁰⁰ finished swinging to ebb.

O. P. Jackson,
Ensign

From 6 a.m. to Meridian

Char, coal and phasant. Gentle breeze from N.W. Shifting to
N.W. Barometer falling slowly. At 9.30 mustered at quarters, after which went to
general quarters. Drilled and then exercised at arm and equip boats for distant
struck, for quarters and abandon ship. Exercised at divisional drills as follows:
1st Powder, 2nd Biscuits, 3rd Sailing up, 4th company, 5th singhsticks. Absent without leave
St. Jones (C.P.) Commenced swinging to flood at 10.25, finished at noon.

D. H. Miller
Ensign, N.S.N.

From Meridian to 1 p.m.

Char and phasant. Gentle breeze with moderate to stiff
squalls from N.W. Barometer falling. Riding to flood current. By order of commanding officer
released from confinement R. Gibson (C.P.) expiration of term of confinement.

J. W. Jordan
Lieut. N.S.N.

From 1 to 5 p.m.

Char and phasant. Gentle breeze to light airs from N.W.
Commenced swinging to ebb at 11.15, finished at 5.30. Barometer rising slowly.

D. H. Miller
Ensign, N.S.N.

From 5 p.m. to Midnight

Char and phasant. Light airs from N.W. Barometer rising.
Riding to ebb current, started to swing to flood at 11.15.

J. W. Jordan,
Lieut. N.S.N.

Examined and found to be correct.

John Stewart
Lieut. N.S.N. Navigator.

LOG of the UNITED STATES *Ship Osage* At anchor off Nth Shet. Hudson River, New York

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction and Force of Surface Current.	Direction and Force of Under Current.
					Direction by Standard Compass.	Force.			A Height in inches.	Ther. at 5.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.				S.W.	Palm	0			30.18	66	57	58	b.c.	ci		1
1					Variable	0-1			30.19	66	58	57	"	"		1
2						0-1			30.19	66	58	57	"	"		1
3				S.W. by S.		0-1			30.21	65	58	57	"	ci-s		1
4				N.N.E.		0-1			30.24	64	58	56	"	ci		8
5					Palm	0			30.24	65	60	61	"	"		8
6						0			30.25	65	63	63	"	ci-b		8
7					Variable	0-1			30.25	64	64	64	"	"		8
8						0-1			30.24	65	70	69	"	fr. c.		8
9					W. by S.	2			30.24	67	74	65	b.e.m.	"		4
10						2			30.25	67	72	65	"	"		1
11						2			30.24	69	72	64	"	"		2
Noon.																

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

500 gallons.

"

1700 "

tons, lbs.

49 " 2060 "

P. M.																
1				S.W.	W. by S.	2			30.23	69	70	64	b.e.m.	fr. c.		2
2				"	"	2			30.21	70	71	65	"	"		4
3				"	"	2			30.19	70	72	64	"	"		6
4				S.W. by S.	"	2			30.19	70	74	67	"	"		5
5				S.W.	"	2			30.17	73	74	67	"	"		6
6				"	"	2			30.17	73	74	67	"	"		5
7				N. by W.	"	2			30.16	72	73	67	"	"		6
8				N.N.E.	"	2			30.16	72	72	67	"	"		9
9				"	"	2			30.19	70	70	66	b.e.	"		8
10				"	S.S.W.	4			30.21	70	69	64	"	"		8
11				"	"	3-4			30.22	69	67	63	"	"		8
Mid.				N. by E.	"	4			30.22	69	68	61	"	"		8

under the command of

Commander E. J. Strong
Sunday, June 22^d

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 11 a.m.

Clear and cool. Calms and light variable airs

M. H. Lane

Ensignant, U.S.N.

From 11 a.m. to 1 p.m.

Clear and cool. Calms to light variable airs. Issued morning orders
Read in Dept. of Supplies and Accounts their provision as follows: 100 lbs bread and
150 lbs each of beef and vegetables. Commenced swinging to ebb at 11.25. finished
at 11.50

D. H. Miller

Ensign, U.S.N.

From 1 p.m. to Meridian

Cloudy and hazy. Light airs and light breeze from West.
Barometer steady. Riding to ebb until 11.30, when started to swing to flood. At 12
o'clock muskied at quarks. Entered 2^d Division at infantry baches. Went main
deck. Dred flood coals and found them in good working condition.

J. R. Jordan

Ensignant, U.S.N.

From Meridian to 4 p.m.

Cloudy to fair. Light breeze from the West. At 1.00
exchanged munties with the U.S.S. Maine, which was sighted, standing up the
river.

M. H. Lane

Ensignant, U.S.N.

From 4 p.m. to 5 p.m.

Fair and pleasant, smoke or haze around horizon. Light
breeze from West. Barometer falling slowly. Riding to flood, until 4.30, when
swinging to ebb. At 4.20 "Maine" anchored to the West and East. Commanding
Officer paid an official visit to that ship.

J. R. Jordan

Ensignant, U.S.N.

From 5 p.m. to Midnight

Clear and pleasant. Light airs from N.W. Barometer rising.
Riding to ebb until 11.45, started to swing to flood at 11.45. Clear and cool. Light to
moderate S.W. breeze.

M. H. Lane

Ensignant, U.S.N.

Examined and found to be correct.

John Stewart
Ensignant, U.S.N. Navigator

LOG of the UNITED STATES *Ship Essex* *Third* Rate,
Anchored off 34th Street, Hudson River, New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prev. State S.W. in fathoms.	State of the Sea.
					Direction by Standard Compass.	Force.			Ct. Height in inches - 6.22	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.																
1				N.N.E.	N.S.W.	3			30.22	66	64	60	bcf.	gen.	5	
2				S.W. by S.	"	3			30.22	66	62	60	"	"	4	
3				"	"	3			30.22	66	62	60	"	gen. s.	4	
4				S.W.	"	2-3			30.23	66	62	60	"	"	4	
5				S.S.W.	"	2-3			30.26	66	63	60	"	gen.	2	
6				N.N.E.	S.S.W.	2			30.27	66	64	62	bcn.	gen. s.	6	
7				"	"	4			30.27	67	63	65	"	ci.	5	
8				"	"	3			30.26	69	70	65	"	"	6	
9				"	"	3			30.26	69	70	65	"	"	6	
10				"	"	3			30.26	69	71	66	"	"	6	
11				"	"	3			30.26	70	71	66	"	"	6	
Noon.				N.E.	"	3			30.23	73	76	70	"	gen. s.	6	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

530 gallons.

Water

during the preceding 24 hours,

Water remaining on hand fit for use at noon,

1200

Coal consumed during the preceding 24 hours,

1 tons, 640 lbs.

Coal remaining on hand at noon,

148 " 1420 "

P. M.																
1				S.W.	S.S.W.	3			30.23	73	74	72	bcn.	gen.	6	
2				"	"	3			30.18	75	71	74	"	"	8	
3				"	"	3			30.16	75	74	72	"	"	6	
4				"	"	3			30.16	75	74	72	"	"	5	
5				"	"	3			30.16	75	73	71	"	"	5	
6				S.W. by S.	"	3			30.15	76	70	69	"	"	5	
7				S.W.	"	3			30.17	75	74	69	"	"	5	
8				N.S.W.	"	2-3			30.17	75	74	69	"	"	5	
9				N.N.E.	"	3			30.19	75	70	67	"	"	6	
10				"	"	3			30.22	75	70	67	"	"	7	
11				"	"	3			30.22	74	70	67	"	"	8	
Mid.				"	"	3			30.23	74	70	67	"	"	8	

under the command of

Commander E. J. Strong
Wednesday, June 23rd

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 11 a.m.

Cloudy and foggy. Gently breeze from W. S. W. Barometer nearly steady.
Started swinging to flood at 12.00.

L. W. Name
Ensign, U.S.N.

From 11 a.m. to 5 a.m.

Air and hazy, or smoky. Light to moderate breeze from W. S. W. to S. S. W. Barometer rising. Arrived on board in Dept. of Supplies and Accounts 135 lbs beef and vegetables and 100 lbs bread. Riding to the current.

J. R. Jordan,
Lieutenant, U.S.N.

From 5 a.m. to midday.

Air and warm. Gently S. S. W. breeze. At 9.20 mustered at quarters. At 9.30 the inspecting Officer, Commander J. W. Dickins, U.S.N., came on board and immediately inspected ship and crew. At 10.30 he inspected bedding of port watch boys and bags of the starboard watch boys. Crew then shifted into working clothes. At 11.30 went to general quarters; strains as follows: 1st in 1 min 20 sec, 2nd in 1 min 32 sec, 3rd in 4 min 1 sec, 4th in 2 min 3 sec. At 11.45 called all hands clear ship for action, all ready in 27 min.

M. Hulme
Lieutenant, U.S.N.

Midday to 4 p.m.

Heavy and pleasant. Gently breeze from S. S. W. Barometer falling slowly. Inspecting Officer continued the inspection. Exercised at General Quarters. Drilled from clear ship for action, sending top gallant and royal yards and top gallant mast. Exercised at making and taking in sail and reefing topsail. Drilled all sail. Exercised at arm and away boats for distant service, company, single sheets and pistols. Engaged in sweeping boats at end of watch. Finished inspection. Grounding (app'd) was granted to days hair and left the ship.

L. W. Name
Ensign, U.S.N.

From 4 to 6 p.m.

Air and misty. Gently S. S. W. At 5.30 U.S.S. main stood down the river. Chased up ship after inspection. At 5.10 Commander J. W. Dickins left the ship.

M. Hulme
Lieutenant, U.S.N.

From 6 p.m. to midnight.

Heavy and pleasant. Gently breeze from S. S. W. Barometer rising slowly. Started swinging to ebb at 8.20.

L. W. Name
Ensign, U.S.N.

John H. Stewart
Lieutenant, U.S.N. Navigator.

LOG of the UNITED STATES *Ship Essex* *Third* Rate,
Anchored off Skth skid. Hudson River. New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Temp. Air, by Bulb.	Water at Surface.	Temp. Surface of Water.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.						
A. M.									30.12									
1				N. N. E.	S. W.	2			30.23	73	69	66	b.c.	-				10
2					"	2			30.23	73	68	65	"	-				10
3				W. by S.	"	1			30.22	73	68	65	"	-				10
4				S. W. by S.	"	1			30.22	73	68	65	b.c.	c.c.				8
5					"	0-1			30.22	73	68	67	b.c.	c.c.				6
6				N. E.	Variable	0-1			30.22	71	70	69	b.c.	c.c.				6
7				N. N. E.	South	0-1			30.23	71	71	69	"	b.c.				6
8				"	"	1			30.23	71	73	70	"	"				7
9				"	"	2-3			30.23	72	76	73	"	"				8
10				"	S. S. W.	3			30.23	73	78	74	"	"				7
11				Various	"	3			30.20	75	80	74	"	"				6
Noon.				"	S. S. E.	3			30.18	76	82	76	"	"				6

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																		
1				W. by S.	South	3			30.14	77	82	76	b.c.	c.c.				6
2				"	"	3			30.12	77	82	76	"	"				7
3				"	S. S. E.	3			30.11	77	81	76	"	"				7
4				"	"	3-4			30.09	79	81	75	"	"				6
5				"	S. W.	3			30.09	79	77	74	"	b.c.				3
6				"	"	3			30.09	77	76	73	"	"				3
7				"	"	2			30.08	76	76	72	"	"				3
8				"	"	2			30.08	75	72	70	"	b.c.				2
9				"	Variable	0-1			30.10	75	71	70	"	"				
10				"	S. W.	1-2			30.10	75	71	70	"	"				
11				"	"	2			30.10	73	71	70	"	"				
Mid.				"	"	1			30.09	73	69	66	"	c.c.				

under the command of

Commander C. J. Strong
Thursday, June 24th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 a.m.

Barometer steady swinging to flood from 2.30 to 2.50. Clear and cool. Light air to light breeze from S.W.

O. P. Jackson
Ensign U.S.N.

From 4 to 6 p.m.

Generally clear and pleasant. Light air from S.W. first half and then variable. Unknt mainmast. Got up shaming cord. Hatched Smoker pipes. At 7.00 started fire on boilers A.C. and D. Ried in Dept of Supplies and Accounts 135 lbs fresh beef and vegetables and 105 lbs fresh bread.

M. H. Lue
Suteward U.S.N.

From 6 a.m. to Meridian.

Clear and pleasant. Light to gentle breeze from S.W. to S.S.W. Barometer falling. At 9.00 had quarters. Unknt fire, etc. Method appointed on quarterdeck and put in order in regard to changing in rating and discharges. At 10 o'clock burned our engines and repaired ready. Rigger in lower booms hatched all boats and got on accommodation ladders. At 11 o'clock called all hands; hoist up port anchor; anchor came up fouled with 15 fathoms of chain. Stood down North River. Commanding Officer entering the ship. Sent down top gallant and royal yards and at 5.00 hoisted top gallant masts. At 11.15 under steam alone, boilers A.C. and D. At end of watch standing up East River for Navy Yard.

L. W. Kamm
Ensign U.S.N.

From Meridian to 4 p.m.

Clear and pleasant. Gentle to moderate breeze from South to S.S.W. Standing up East River. Commanding Officer coming. Under steam alone, boilers A.C. and D. until 12.00 when came alongside of Pot Dock and moved ship. Sent up top gallant masts at 12.15. At 12.05 made number count 114 to U.S.A.S. Dinner. Commanding Officer visited the Commandant officially. Chained port anchor which was fouled with 15 fathoms chain. Rigger out all boats. Sent fire down. Barometer falling.

O. P. Jackson
Ensign U.S.N.

From 4 to 6 p.m.

Cloudy and hazy. Gentle to light breeze from S.W. Barometer steady. Sent ^{partly} hazy alone at 4.00 Unknt topsails and foresail.

L. W. Kamm
Ensign U.S.N.

From 6 p.m. to Midnight

Cloudy to clear. Fine weather. Light variable air to light breeze from S.W. Barometer steady.

O. P. Jackson
Ensign U.S.N.

Examined and found to be correct.

John H. Stewart
Navigator.

LOG of the UNITED STATES *Ship Essex*
moored to Rob Dock. Navy Yard. New York

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Baromet.	TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prep. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.		a Height in inches. at 4.	Ther. at 4.				
A. M.								29.22					
1				<i>W by S</i>	<i>variable</i>	<i>0-1</i>		30.05	73	66	<i>b. c.</i>	<i>few.</i>	7
2				"	"	<i>1</i>		30.04	72	66	<i>o. c.</i>	<i>few.</i>	0
3				"	"	<i>0-1</i>		30.01	71	69	<i>b. c.</i>	<i>ci</i>	7
4				"	"	<i>0-1</i>		30.01	71	69	<i>o. c.</i>	"	0
5				"	"	<i>0-1</i>		30.01	71	68	"	"	0
6				"	<i>Balm</i>	<i>0</i>		30.02	72	69	"	"	0
7				"	"	<i>0</i>		30.03	73	68	"	"	0
8				"	"	<i>0</i>		30.02	74	72	"	<i>ci. w.</i>	3
9				"	"	<i>0</i>		30.00	74	72	"	"	4
10				"	<i>North</i>	<i>2</i>		29.99	73	79	<i>b. c.</i>	"	7
11				"	"	<i>2</i>		29.98	77	82	"	"	6
Noon.				"	"	<i>3</i>		29.97	78	82	"	"	6

Position at 8 A. M. { Latitude by " " "

Longitude by " " "

Latitude by observation " " "

Longitude by observation " " "

Position at noon: { Latitude by D. R. " " "

Longitude by D. R. " " "

Course made good since preceding noon: miles.

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by " " "

Longitude by " " "

Variation of compass: " " "

Error of compass observed at " " "

Deviation of compass on " " "

Water expended during the preceding 24 hours, 600 gallons.

Water *Rec'd* during the preceding 24 hours, 2925 "

Water remaining on hand fit for use at noon, 3025 "

Coal consumed during the preceding 24 hours, tons, 800 lbs.

Coal remaining on hand at noon, 46 " 300 "

P. M.				<i>W by S.</i>	<i>North</i>	<i>3</i>							
1				"	"	<i>3</i>		29.96	75	83	<i>b. c.</i>	<i>ci. w.</i>	4
2				"	"	<i>3</i>		29.94	80	84	"	"	4
3				"	"	<i>3</i>		29.93	82	84	"	"	6
4				"	"	<i>3</i>		29.93	82	82	"	"	6
5				"	"	<i>3</i>		29.92	82	80	"	<i>few. s.</i>	6
6				"	<i>N. N. W.</i>	<i>2</i>		29.92	82	84	"	"	3
7				"	"	<i>2</i>		29.92	82	76	"	"	4
8				"	"	<i>2</i>		29.93	82	76	"	"	6
9				"	"	<i>2</i>		29.97	82	76	"	"	3
10				"	"	<i>1</i>		29.98	81	74	"	<i>ci.</i>	4
11				"	"	<i>2</i>		30.00	81	76	"	"	8
Mid.				"	"	<i>3-4</i>		30.00	80	76	"	<i>few.</i>	7

under the command of

Commander E. J. Strong
Friday, June 25th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 11 a.m.

Light variable airs. Barometer falling. Clear and pleasant, fog second hour of watch.

D. H. Fuller

Ensign, U.S.N.

From 11 to 4 a.m.

Overcast and foggy, light variable airs to calm. Barometer rising. Executed morning orders. Ried in Dept of Supplies and accounts - 108 lbs fresh bread.

L. W. Kame
Ensign, U.S.N.

From 4 a.m. to Meridian

Fair. Calm first hour. Light to gentle W by breeze last three hours. Barometer falling. At 9.20 mustered at quarters Ablemen R. Jones (C.P.). Ried in Dept of Supplies and accounts 135 lbs each of fresh beef and vegetables. Unkint for and aft sails.

O. H. Jackson
Ensign, U.S.N.

From Meridian to 1 p.m.

Clear and pleasant. Gentle breeze from North. Barometer falling. Sent the following named men to the U. S. Naval Hospital Brooklyn: W. Foster (D.M. 1st cl.), E. Kimstorn (G.M. 3rd cl.), A. E. King (Box), C. Schmitt (S.M. 1st cl.), E. Mills (app 3rd cl.). Ried from U. S. R. S. Vermont, J. A. Harding (app 3rd cl.) with his bag and hammock. By order of Commanding Officer M. Olsen (Ch. S.M.) was discharged to S.M. 1st cl. E. J. E. Chickering (mach 1st) and P. M. Gough (gunman 1st cl.) went on six and seven days leave respectively.

D. H. Fuller
Ensign, U.S.N.

From 1 to 5 p.m.

Fair and warm. Gentle to light breeze from North and N.N.W. Barometer steady. Sent liberty party ashore.

O. H. Jackson
Ensign, U.S.N.

From 5 p.m. to midnight

Clear and pleasant. Light to moderate breeze from N.N.W. Barometer rising.

D. H. Fuller
Ensign, U.S.N.

John W. Stewart
Navigator

LOG of the UNITED STATES Ship Essex

Moored to Cob Dock. Navy Yard. New York

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.				TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force and Direction of Surface Current.	State of the Sea.
					Direction by Standard Compass.	Force.			Q.	Ther.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.							
						- 0.72														
A. M.				W by S	N. N. W.	47			30.03	78	73	68		bq.	-		10			
1						7-7			30.03	74	70	64		bq.	cn		8			
2						4-6			30.02	72	69	63					8			
3						4-6			30.07	72	69	63			cn s		7			
4						3			30.08	72	67	62		be.	from s		2			
5						3			30.11	71	67	62					2			
6						2			30.14	70	66	62								
7						2			30.15	70	67	63					1			
8					North	2			30.15	70	72	67								
9						3			30.15	72	74	67				cn.				
10						3-4			30.14	72	74	67		bq.						
11						3-4			30.14	72	74	67								
Noon.					N. N. W.	3-4														

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

725 gallons.

2000 "

tons, lbs.

46 " 300 "

P. M.																			
1				W by S	N. N. W.	4-6		30.14	73	74	66		b. & c.			cn from		5	
2						4-6		30.15	73	75	66					cn		6	
3						4-6		30.16	73	75	66							7	
4						4-6		30.17	73	76	66							8	
5						4-6		30.18	73	74	66							6	
6						4-6		30.19	72	75	66							9	
7						3-5		30.20	72	72	66							9	
8						3-4		30.21	69	68	62							9	
9						4		30.25	69	66	60							9	
10						3		30.28	68	64	60							9	
11						3		30.32	66	62	58		b			~		10	
Mid.						3-4		30.34	66	62	58		a			~		10	

Transferred to U. S. R. S. Vermont with bags
hammocks and transfer papers the
following apprentices

, U. S. Navy,

, 1897.

Apprentice	Apprentice	Apprentice
Mitcher, C.R. App 2 ^d	Swabman, C. App 2 ^d	Miller, J.L. App 2 ^d
Hartree G.H.	Vaughan, R.	Mathews, J.
Irishman A.B.	Wood, A.	Baby, J.W.
Wisching, P.	Auburn, E.J.B.	Tarnu, J.B.
Shepherd, L.H.	Lassie, C.	Kuo, R.C.
Gurr, S.J.	Gaskin, J.J.	Jacoby, A.
Lee, A.W.	Lake, E.H.	McKewin, J.F.
Briggs, L.	Horn, G.R.	Miller, J.
Hartshorn, W.R.	Johnson, T.G.	Rodcliff, W.
Hazard, P.F.	Trimpson, J.L.	Wentzer, L.W.
Carter, R.	Chason, J.F.	Lummingham, R.
Johnson, A.	Grove, W.G.	Sigmy, J.H.
Reger, A.	Schrodt, W.H.	Gausky, W.R.
Shies, J.J.	Wilson, S.P.	Holland, C.D.
Vaughan, G.H.	Waters, J.J.	Hunsky, J.
Wetman, W.J.	Audron, W.J.	Horn, P.W.
Audron, J.	Birkfield, S.	Jensen, A.R.N.
Audron, R.M.	Gory, C.P.	Kirgan, B.J.
Bryant, G.D.	Marshall, E.P.W.	Machor, W.G.
Tarnu, S.A.	Wicks, A.	Sorland, A.E.
McCauley, J.A.	Wich, J.W.	Wichter, L.
Muehl, A.	Jinck, A.W.	Benson, C.O.
Goldberg, L.	Ellenberg, W.	Biercks, W.G.
Hooper, L.	Walker, E.J.	Strund, L.W.
Baumgard, J.H.W.	Lamme, C.A.	Himmelsbach, A.
Newman, G.A.	Georg, C.L.	Jans, E.P.
Bills, L.H.	Henderson, W.	McAvey, J.F.
Brown, E.S.	Hall, J.J.	Miles, C.R.
Kuyat, W.P.	Kalbitzer, W.	Stuart, A.C.

fish to my fish squalls
and good dunnings.

J.R. Jordan,
Lieutenant U.S.N.

n.w. Batomki rising
follows 100 lbs of meat.

O. Jackson,
Ensign, U.S.N.

with my blowing in
wind of Sundry of which
was with transferred to the
with 400 lbs of dry
next to the U.S.S.
My

D. J. Feller,
Ensign, U.S.N.

o fish my blowing in
to U.S.S. Vermont with
wind a batomki appear
chained from the mast
x. H. L. Boyd, J. Henderson, Jr.
Anderson, A. board of sur-
vive on board.

D. J. Feller,
Ensign, U.S.N.

is my blowing in squalls
of mooring chains.

D. J. Feller,
Ensign, U.S.N.

from 8 p.m. to midnight

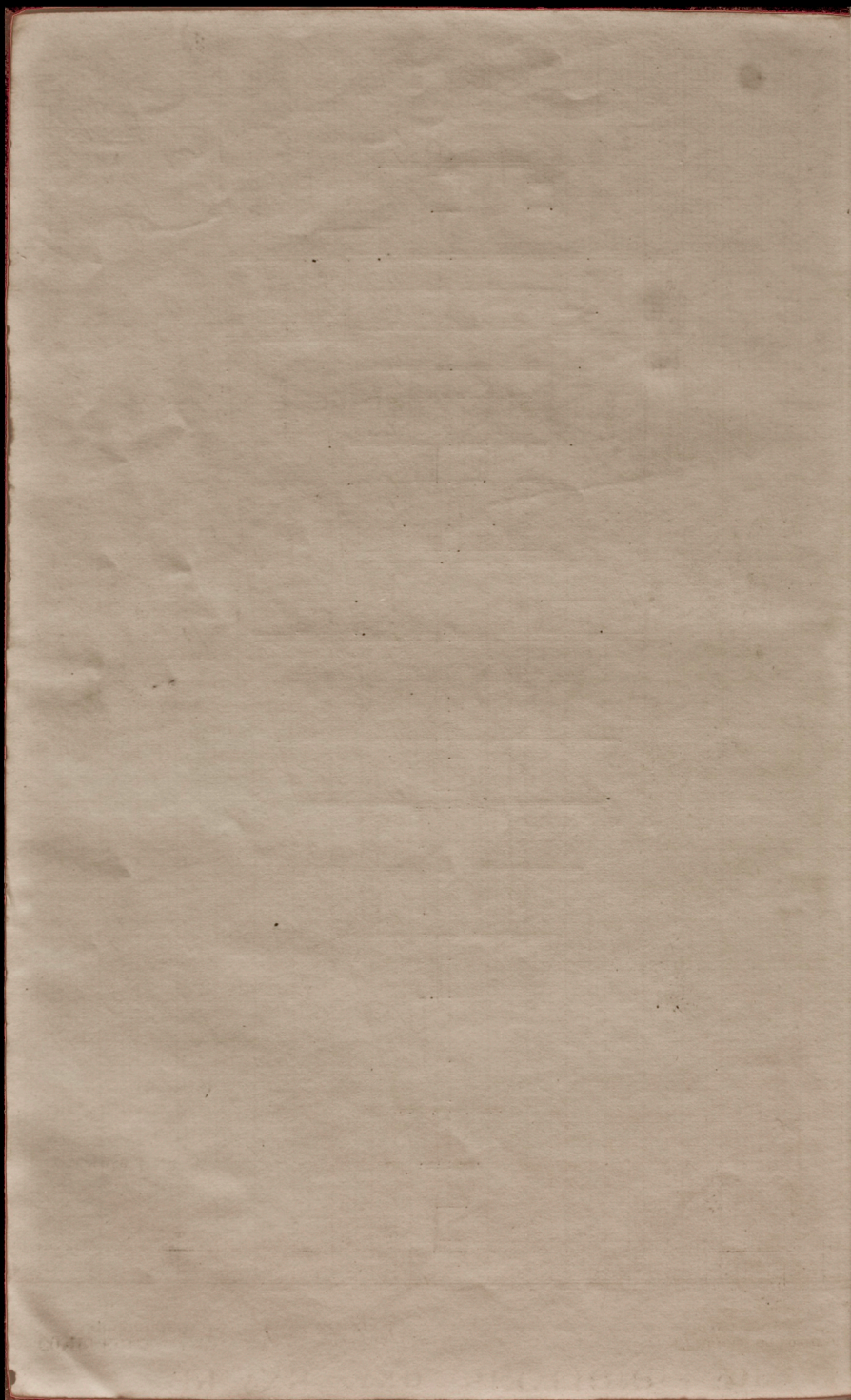
the rising

Chat and cool. Moderate breeze from n.w. Batomki

D. J. Feller,
Ensign, U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator



Thompson, S. Appst.l. Curm, P.H. Appst.l.
 Whithead, H.N. " Barnin, J.
 Lot's W. " Gmelin Cui
 Dravin, J. " Murphy Jm.
 Gausby, G.B. " Mason J.W.
 Newsom, G.W. " Patton M.J.
 Patterson C.J. " Billings A.D.
 Simonot, A. " Geiger P.P.
 Sipp, J. " Maute, E.
 Tibbels, H.F. " Mack, J.
 Tompkins E.D. " Powers, J.L.C.
 Wiggins, M.L. " Rowe B.D.R.
 Welch, J.T. " Percival E.H.
 Ziegler, E.H. " Hoffman W.A.
 Duncan, S.S. Appst.l. Longmiller C.A.
 Fabel, G.C. " Wuchtmeyer H.
 Kimm, J. " Walsh J.H.
 McFadyen S.G. " Watling A.A.
 Chirr, J.J. " Barry J.J.
 Shute, C.J. " Cook, W.C.
 Thorpe, " Andersen, M.
 Zuehl, F.W. " Brown, W.E.
 Adam, C.F. " Bryson, W.H.
 Bushard, J.J. " Clute, L.
 Bistler, J. " Goodhart, V.
 Davis, C.C. " Kear, E.
 Kallum, E. " Sprad, E.H.
 Kaut, C.V. " McCormick A.B.
 Lawson, J.E. " McCarthy J.O.

Yard, G. Appst.l.
 Luv, H.A.
 Gay, G.A.
 Hudson, J.M.

fish to my fish squalls
 and fish burnings.

J. H. Jordan,
 Ensign, U.S.N.

1 W. Batomik rising
 allows 100 lbs of bread.

O. Jackson,
 Ensign, U.S.N.

1000 bays blowing in
 and of 5000 of which
 we were handicapped to the
 wire at night the days
 of wind to the W.S.R.S.

D. H. Feller,
 Ensign, U.S.N.

fish being blowing in
 to W.S.R.S. Vermont with
 and a batomik appear
 water from the batomik
 1000 bays, 1000000
 Indians on a board of sur-
 vival on board.

D. H. Feller,
 Ensign, U.S.N.

1000 bays blowing in squalls
 of mooring chains.

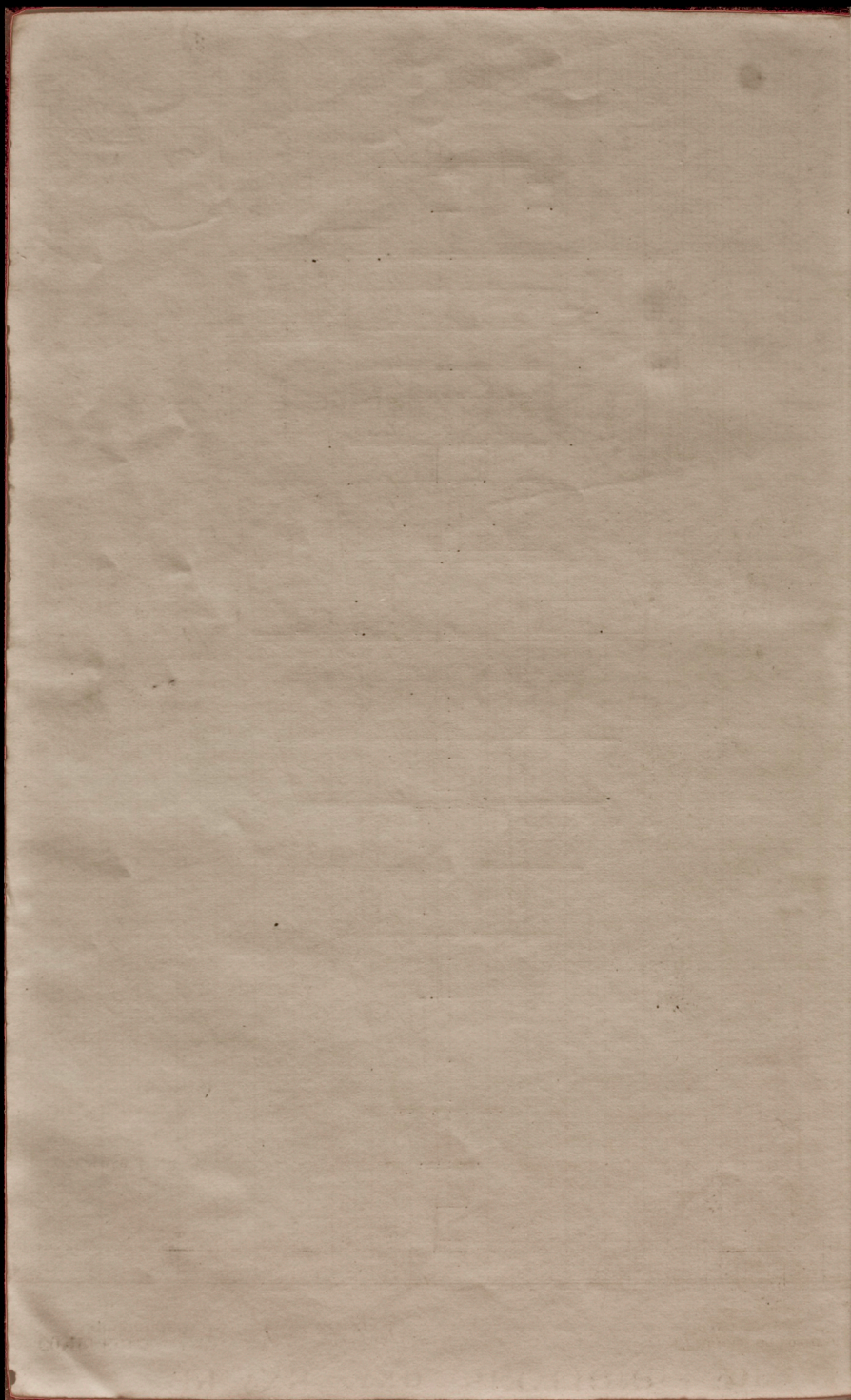
D. H. Feller,
 Ensign, U.S.N.

8 am 8 p.m. to midnight
 for rising

Chat and cook. Moderate breeze from N.W. Batomik

D. H. Feller,
 Ensign, U.S.N.

John W. Stewart
 Ensign, U.S.N. Navigator



under the command of

Commander E. J. Strong
Saturday, June 26th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

midnight to 4 a.m.

Chat and phasant. Moderate breeze with fresh to very fresh squalls from N.N.W. Barometer rising. At 12.30 called all hands and put the turnings. Ship tidings unvarying at last moorings.

J. R. Jordan,
Lieutenant N.M.

4 to 8 a.m.

Cloudy and phasant. Gentle to light breeze from N.N.W. Barometer rising. Received Report of Supplies and Accounts. Fresh provisions as follows 100 lbs of bread, 105 lbs each of beef and vegetables. Excellent morning orders.

O. Jackson,
Ensign N.M.

8 a.m. to Meridian.

Chat and phasant. Gentle to moderate breeze blowing in squalls from north to N.N.W. Barometer steady. A Board of Survey of which Lieut Winslow was Senior Member met on board. Apprentices were transferred to the U.S.R. S. Vermont with their bags and hammocks and were granted few days leave (see list attached). Lt. S. Grantson (app. 3rd cl.) was transferred to the U.S.R. S. Vermont. R. H. Washington, Pay Clerk, N.M., reported for duty.

D. J. Feller,
Ensign N.M.

Meridian to 4 p.m.

Chat cool and phasant. Moderate to fresh breeze blowing in squalls from N.N.W. Barometer rising slowly. Transferred to U.S.R. S. Vermont with his bag and hammock Mr. Olsen (S.M. 1st cl.). E. Horn received a permanent appointment as S.M. 2nd cl. The following apprentices 2nd cl. were discharged from this vessel: Scherer for ineptitude, J. J. Danell, J. J. Ross, Jr. Dammhauser, J. E. Boyd, J. Henderson, J. Koppenhauer, J. O. Abell, W. J. Gilbert, E. Sykes and E. Anderson. A board of survey of which Capt. E. J. Strong was Senior Member met on board.

D. J. Feller,
Ensign N.M.

4 p.m. to 8 p.m.

Chat cool and phasant. Moderate to fresh breeze blowing in squalls from N.N.W. Barometer rising. At 7.30 took in the slack of mooring chains.

D. J. Feller,
Ensign N.M.

8 p.m. to midnight

Chat and cool. Moderate breeze from N.N.W. Barometer rising.

D. J. Feller,
Ensign N.M.

Examined and found to be correct.

John W. Stewart
Lieutenant N.M. Navigator.

LOG of the UNITED STATES *Ship Essex* *Third* Rate,
Mound to Cobb Dock, Navy Yard, New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		a. Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.								30.22							
1				<i>W by S</i>	<i>N. N. W.</i>	<i>3-5</i>		30.32	65	61	52	<i>bg.</i>	<i>none</i>		10
2						<i>3-4</i>		30.34	65	61	52				10
3						3		30.35	64	60	55	<i>b.</i>			10
4						3		30.36	63	59	55				10
5						3		30.36	63	60	55				10
6						2-3		30.38	64	62	58				10
7						3		30.38	64	64	59				10
8						3		30.40	64	66	62				10
9						3		30.39	65	66	62	<i>bc.</i>	<i>cum.</i>		9
10						<i>3-4</i>		30.38	66	68	62				6
11						<i>3-4</i>		30.38	67	69	61				6
Noon.						3		30.38	68	70	62				6

Position at 8 A. M. { Latitude by " " " " " "
Longitude by " " " " " "
Latitude by observation " " " " " "
Longitude by observation " " " " " "
Position at noon: Latitude by D. R. " " " " " "
Longitude by D. R. " " " " " "
Course made good since preceding noon :
Distance made good since preceding noon : miles.
Distance by Log since preceding noon : miles.
Current per hour : miles, set true.
Position at 8 P. M. { Latitude by " " " " " "
Longitude by " " " " " "
Variation of compass :
Error of compass observed at
Deviation of compass on
Water expended during the preceding 24 hours, 200 gallons.
Water during the preceding 24 hours, "
Water remaining on hand fit for use at noon, 200 "
Coal consumed during the preceding 24 hours, tons, 800 lbs.
Coal remaining on hand at noon, 45 " 1740 "

P. M.															
1				<i>W by S</i>	<i>N. N. W.</i>	<i>3-4</i>		30.36	69	70	62	<i>bg.</i>	<i>aniz.</i>		5
2						<i>3-5</i>		30.34	70	70	62				5
3						<i>3-4</i>		30.34	70	70	63				5
4						3		30.33	71	70	63	<i>bc.</i>			6
5						3		30.33	73	73	65				6
6						2		30.33	73	75	65		<i>fine</i>		7
7						2		30.33	73	75	66				7
8						1		30.35	71	71	65		<i>cum.</i>		7
9						<i>3-1</i>		30.39	69	67	64	<i>b.</i>			10
10						1		30.41	69	66	64				10
11						0		30.41	69	65	63				10
Mid.						0		30.40	69	65	63				10

under the command of

Commander E. I. Strong
Sunday, June 27th

, U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 a.m.

N.W. Barometer rising

Clear, cool and pleasant. Gentle breeze from

D. H. Sellers

Ensign, U. S. N.

From 4 to 8 a.m.

Clear and pleasant. Gentle breeze from N.W. Barometer rising. Rec'd in Dept of Supplies and Accounts 20 lbs grad and $5\frac{1}{4}$ lbs each of beef and vegetables

D. H. Sellers

Ensign, U. S. N.

From 8 a.m. to Meridian

Clear and pleasant. Gentle to moderate breeze from N.W. Barometer steady. At 9.30 mustered at quarters, J. Griffin (C.P.) and H. Jones (C.P.) absent without leave

J. M. Jordan,

Lieutenant, U. S. N.

From Meridian to 4 p.m.

Clear and pleasant. Gentle breeze with moderate to stiff squalls from N.W. Barometer falling.

J. M. Jordan,

Lieutenant, U. S. N.

From 4 to 8 p.m.

Clear and pleasant. Light airs to gentle breeze from N.W. Barometer steady, then rising

J. M. Jordan,

Lieutenant, U. S. N.

From 8 p.m. to Midnight

Clear and pleasant. Calm and light airs from N.W. Barometer rising

J. M. Jordan,

Lieutenant, U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant, Navigator
U. S. N.

LOG of the UNITED STATES Ship *Essex* Third Rate,
Mound to Cobb Dock, Navy Yard, New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prev. of Clear Sky, in fathoms.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		a. Height in inches.	Ther. at d.	Air.	Dry Bulb.	Wet Bulb.	Water Surface.				
A. M.									30.42									
1				<i>W. by S.</i>	<i>Calu.</i>	0			30.40	69	64	62			<i>b.</i>	-	10	
2					<i>S. W.</i>	1-2			30.40	69	64	62			"	-	10	
3					"	1			30.40	67	61	60			<i>b.c.</i>	<i>cc. cu.</i>	8	
4					"	1			30.40	67	61	60			"	"	8	
5					<i>Calu.</i>	0			30.40	67	61	60			<i>b.c. cu.</i>	<i>cc. p. cu.</i>	3	
6					"	0			30.41	67	62	61			"	"	5	
7					<i>Variable</i>	0-1			30.41	67	63	63			"	"	5	
8					"	0-1			30.41	67	66	64			"	"	5	
9					"	0-1			30.42	69	72	64			<i>b.c.</i>	"	5	
10					<i>W. S. W.</i>	2			30.42	70	74	66			"	"	6	
11					"	2			30.40	72	78	66			"	<i>fr. cu.</i>	6	
Noon.					"	2			30.38	73	78	68			"	"	6	

Position at 8 A. M. { Latitude by
Longitude by

{ Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

250 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

1800 "

Coal consumed during the preceding 24 hours,

- tons, - lbs.

Coal remaining on hand at noon,

445 " 1740 "

P. M.																		
1				<i>W. by S.</i>	<i>W. S. W.</i>	2			30.36	74	78	69			<i>b.c.</i>	<i>fr. cu.</i>	6	
2				"	"	3			30.34	76	79	70			"	"	5	
3				"	"	3			30.33	76	78	70			"	"	6	
4				"	"	3-4			30.30	76	76	68			"	"	6	
5				"	<i>S. W.</i>	3-4			30.30	74	74	67			"	"	7	
6				"	"	3			30.30	74	74	67			"	"	6	
7				"	<i>W. S. W.</i>	3			30.29	74	74	67			"	<i>fr. cu.</i>	5	
8				"	"	3			30.29	74	74	66			"	"	6	
9				"	"	3			30.30	72	72	66			"	"	8	
10				"	"	3			30.32	72	71	66			<i>b.</i>	<i>num.</i>	10	
11				"	"	3			30.33	72	70	65			"	"	10	
Mid.				"	"	3			30.34	71	69	64			"	"	10	

under the command of

Commander E. I. Strong
Monday, June 28th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 a.m. Clear and pleasant. Calm and light airs to light breeze from S.W. Barometer steady

J. V. Jordan,
Lieutenant, U.S.N.

From 4 to 8 a.m.

Pleasant and smoky or hazy. Calm and light variable air. Barometer rising slowly. Rec'd on board in Dept of Supplies and Accounts 25 lbs bread

J. V. Jordan,
Lieutenant, U.S.N.

From 8 a.m. to Meridian

Fair and warm. Light variable air and light W.S.W. breeze. About without have J. Griffin (C.P.) and H. Jones (C.P.) at 1.10 a board of survey on Equipment Store. Lt. S. P. Conley, Junior Member, out on board. Rec'd in Dept of Supplies and Accounts 5 1/4 lbs each fresh beef and vegetables

M. Mahine
Lieutenant, U.S.N.

From Meridian to 4 p.m.

Fair and pleasant. Light to moderate W.S.W. breeze. At 1.10 a board of survey in Construction Dept out on board, Lieut. Comdr. P. East, U.S.N. Junior Member

M. Mahine
Lieutenant, U.S.N.

From 4 to 8 p.m.

Clear and pleasant. Moderate to gentle S.W. to W.S.W. breeze. Transferred to U.S.R.S. Vermont Robert Gibson (C.P.) By order of Bureau of Navigation A. J. White (app 2^d) was reduced to app. 3^d and transferred to U.S.R.S. Vermont

M. Mahine
Lieutenant, U.S.N.

From 8 p.m. to Midnight.

Clear. Gentle W.S.W. breeze. H. Jones (C.P.) returned on board eight days and fourteen hours detained

M. Mahine
Lieutenant, U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant, U.S.N. Navigator.

LOG of the UNITED STATES *Ship Essex* *Third* Rate,
Mooned to Cobb Dock, Navy Yard, New York

Hour.	Knots.	Tenth.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prep of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Q Height in inches.	Ther. air.	Air, dry.	Air, wet.	Water at Surface.			
A. M.									30.00	72	68	65				
1				<i>W by S</i>	<i>W S W.</i>	3			30.04	72	68	65				
2				"	"	2			30.03	70	67	65		<i>bc</i>	<i>S.</i>	
3				"	"	2			30.03	70	67	65		"	"	
4				"	"	2			30.02	70	67	65		"	"	
5				"	"	2			30.02	70	67	65		"	"	
6				"	"	2			30.02	70	68	66		<i>bc</i>	<i>cum</i>	
7				"	"	2			30.02	70	68	66		"	"	
8				"	"	1			30.02	70	73	69		"	"	
9				"	"	1-2			30.02	72	75	70		"	"	
10				"	"	2			30.02	72	76	73		"	"	
11				"	"	2			30.29	74	80	74		"	"	
Noon.				"	"	2			30.29	74	83	76		"	"	

Position at 8 A. M. { Latitude by " " "

{ Longitude by " " "

{ Latitude by observation " " "

Position at noon: { Longitude by observation " " "

{ Latitude by D. R. " " "

{ Longitude by D. R. " " "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by " " "

{ Longitude by " " "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 200 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1400 "

Coal consumed during the preceding 24 hours, tons, 800 lbs.

Coal remaining on hand at noon, 44 " 940 "

P. M.																
1				<i>W by S</i>	<i>S. W.</i>	1			30.26	77	84	74		<i>bc</i>	<i>cum</i>	
2				"	"	2			30.26	78	81	73		"	"	
3				"	<i>South</i>	2			30.23	77	79	71		"	<i>ci. fr. cum</i>	
4				"	"	3			30.23	77	78	71		"	"	
5				"	"	3			30.22	77	76	71		"	"	
6				"	"	3			30.22	76	74	71		"	"	
7				"	"	3			30.21	74	73	70		<i>ocul.</i>	<i>cum.</i>	
8				"	"	2-3			30.21	73	73	70		<i>ocul.</i>	"	
9				"	"	2			30.20	73	71	69		"	"	
10				"	<i>S. W.</i>	2			30.18	73	71	70		"	"	
11				"	"	2			30.16	73	71	70		"	"	
Mid.				"	"	2			30.14	73	71	70		"	"	

under the command of

Commander E. I. Strong
Tuesday June 2nd

, U. S. Navy,

, 18 97.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 a.m.

Clear to fair. Gentle to light W.S.W. breeze

M. Williams
Lieutenant, U.S.N.

From 4 to 8 a.m.

Fair. Light W.S.W. breeze. Executed morning orders
Paid in Dept of Supplies and Accounts fresh provisions as follows
25 lbs bread and 51 1/2 each beef and vegetables

M. Williams
Lieutenant, U.S.N.

From 8 a.m. to Meridian

Fair and warm, light breeze from W.S.W. Barometer
falling. Tested magazine flood cocks and valves and found them in
good order. Navy Yard workmen engaged in Steam Engineering Dept as
follows, 1 Machinist and 1 Rigger. By direction of Bureau of Ordnance, trans-
ferred to the Central Storehouse of Navy Yard, 1 Ammunition box and 11
Rounds 6 lb. A.P. Smokeless powder. J. Griffin (C.P.) about our hats.

J. M. Name
Ensign, U.S.N.

From Meridian to 4 p.m.

Fair and pleasant, light to gentle breeze from S.W.
to South. Barometer falling. 2 Navy Yard Machinists and 1 Rigger en-
gaged on board in Steam Engineering Dept.

J. M. Name
Ensign, U.S.N.

From 4 to 8 p.m.

Fair and pleasant, overcast, light drizzle last part.
Gentle S by breeze. Barometer falling. Paid from U.S.R.S. Storemost extra
Pay, hammock and Transfer papers, Williams & Gold (C.P.)

J. M. Name
Ensign, U.S.N.

From 8 p.m. to Midnight

Overcast and cloudy with light drizzling
rain. Barometer falling

J. M. Name
Ensign, U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant, Navigator.

LOG of the UNITED STATES *Ship Essay* *Third* Rate,
Mound to Lott Dock, Navy-Yard, New-York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.		Q. Height in inches, at 6.	Ther. at 6.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.								30.12								
1				<i>W by S.</i>	<i>S. W.</i>	3-4		30.09	72	71	71		<i>cloud.</i>	<i>calm.</i>	0	
2				"	"	1-2		30.07	72	71	71		<i>cloud.</i>	"	0	
3				"	<i>Variabl</i>	0-1		30.05	72	72	71		"	"	0	
4				"	"	0-1		30.02	72	73	72		<i>cloud.</i>	"	0	
5				"	"	0-1		30.02	72	73	72		"	"	0	
6				"	<i>W. S. W.</i>	2		30.00	75	75	74		<i>clear</i>	"	0	
7				"	<i>S. W.</i>	2		29.95	75	76	74		"	<i>a. fr. cu.</i>	0	
8				"	"	2		29.94	75	77	75		<i>bc. cu.</i>	"	3	
9				"	<i>West</i>	2		29.94	78	79	76		"	"		
10				"	<i>N. N. W.</i>	3-4		Barometer		84	76		<i>cloud.</i>			
11				"	"	3-4		<i>on Sunny</i>		84	76		<i>bc. cu.</i>			
Noon.				"	"	3-5		29.91	81	84	76		<i>bc. cu.</i>			

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

200 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

1400 "

Coal consumed during the preceding 24 hours,

- tons, - lbs.

Coal remaining on hand at noon,

45 " 940 "

P. M.				<i>W by S.</i>	<i>N. N. W.</i>	3-5		29.89	84	84	77		<i>bc.</i>	<i>fr. cu.</i>	5	
1				"	"	4-6		29.88	84	85	77		"	"	4	
2				"	"	4-7		29.90	84	87	78		"	<i>a. fr. cu.</i>	4	
3				"	"	4-6		29.90	84	89	79		"	"	4	
4				"	"	4-6		29.90	86	87	77		"	"	5	
5				"	"	4-6		29.90	84	86	77		"	"	5	
6				"	"	3		29.94	82	81	73		<i>bc.</i>	"	4	
7				"	"	3-4		29.90	80	78	71		<i>bc.</i>	"	6	
8				"	"	3-4		29.96	80	76	70		"	"	6	
9				"	"	3-5		29.98	79	76	70		"	"	6	
10				"	"	3-6		30.00	74	74	69		"	"	8	
11				"	"	3-6		30.01	76	72	67		<i>b.</i>	<i>~</i>	10	
Mid.				"	"	3-6										

under the command of *Commodore Edward I. Strong*
Wednesday, June 30th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commodore and crew 4 a.m. Overcast and cloudy with light variable air
and moderate breeze from S.W. Barometer falling. Light drizzling rain
from 4 to 8 a.m. *L. M. Vance*
Ensign, U.S.N.

Overcast to cloudy. Light to light S.W. by breeze, light rain
first part. Barometer falling. Put in Dept of Supplies and Accounts
first provisions as follows: For 100 men, 3 1/4 lbs each of beef and vegetables
J. Giffen, C.P., returned 3 days overtime *L. M. Vance*
Ensign, U.S.N.

From 8 a.m. to Meridian. Cloudy to fair, passing shower just hour. Light
to stiff breeze from West to N.W. Barometer falling. At 10.00 Board of
Survey of which Lieut. J. C. Croas, U.S.N. was Senior Member surveyed articles
in Equip't Dept. (Nav. Supplies). 2 Machinists and 1 Rigger from the
Yard engaged on board in Dept of Steam Engineering. W. H. McCall
left the ship on own work, have of absence

A. Jackson
Ensign, U.S.N.

From Meridian to 4 p.m. Fair and warm. Gentle to very fresh breeze
from N.W. blowing in squalls. Barometer steady. Put in medical
Dept 100 (see list attached). 2 Machinists, 1 paper fitter and 1 helper from
Yard engaged on board in Dept of Steam Engineering

A. Jackson
Ensign, U.S.N.

From 4 to 8 p.m. Fair and warm. Gentle to fresh breeze from N.W.,
blowing in squalls. Barometer rising

A. Jackson
Ensign, U.S.N.

From 8 p.m. to Midnight. Fair to clear. Gentle to fresh breeze from
N.W. blowing in squalls

A. Jackson
Ensign, U.S.N.

Approved

Commodore, U.S.N., Commanding

Examined and found to be correct.

John H. Stewart
Lieutenant, U.S.N., Navigator

LOG of the UNITED STATES *Ship Essex* *Mound to Let Dock Navy Yard New York*

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			a. Height in inches.	Ther. at v'd.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.			
A. M.								-0.22								
1				<i>W by S.</i>	<i>N. N. W.</i>	3-5		30.02	75	71	67		<i>bc.</i>			10
2				"	"	3		30.03	74	70	67		"			10
3				"	"	2		30.04	73	70	67		"			10
4				"	"	1		30.05	72	69	67		<i>bc.</i>	<i>ci. s.</i>		8
5				"	"	1		30.06	74	70	68		"	"		5
6				"	"	1-2		30.07	74	70	69		"	"		5
7				"	"	1-2		30.07	74	73	70		"	"		6
8				"	"	1-2		30.07	74	74	70		"	"		7
9				"	<i>Calcu. South</i>	0		30.06	74	78	75		"	"		6
10				"	"	1		30.06	74	80	74		<i>bc.</i>	"		6
11				"	"	1		30.06	76	81	74		"	<i>ci. s.</i>		5
Noon.				"	<i>S. W.</i>	2		30.06	79	82	74		"	"		4

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

200 gallons.

Water

during the preceding 24 hours,

Water remaining on hand fit for use at noon,

1200 "

Coal consumed during the preceding 24 hours,

tons, 900 lbs.

Coal remaining on hand at noon,

44 " 140 "

P. M.																
1				<i>W by S.</i>	<i>South</i>	3		30.01	79	84	75		<i>bc.</i>	<i>ci. s.</i>		5
2				"	"	3		29.99	81	84	76		"	"		5
3				"	<i>S. S. E.</i>	3		29.99	81	83	75		"	"		5
4				"	"	3		29.97	81	83	74		"	<i>ci. s.</i>		5
5				"	"	3		29.97	79	77	71		"	"		5
6				"	<i>S. S. W.</i>	3		29.97	78	77	70		"	"		5
7				"	"	3		29.97	77	76	70		"	"		4
8				"	"	3		29.98	77	75	70		"	"		4
9				"	"	1-2		29.99	76	74	71		"	"		7
10				"	"	1		29.99	76	74	71		<i>bc.</i>	"		8
11				"	"	0-1		29.99	78	73	71		"	<i>ci. s.</i>		6
Mid.				"	"	0-1		29.99	78	73	71		"	"		7

under the command of *Commander Edward I. Strong*
Thursday July 1st

, U. S. Navy,
, 18 97.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 a.m.

Squally first hour. Barometer rising. (Clear Light air to stiff breeze from N.W.)

O. T. Jackson
Ensign, U.S.N.

From 4 to 8 a.m.

Fair and pleasant. Light air to light breeze from N.W. Barometer steady. Paid in Dept of Supplies and Accounts for provisions as follows 25 lbs bread and 20 lbs each of beef and vegetables

C. T. Jackson
Ensign, U.S.N.

From 8 a.m. to Meridian

Fair and warm. Calm to light breeze from S.W. Barometer steady. At 8.45 sent down for topsail yard. Sent for topsails for top gallant and main royal yards up to Main yard to be replaced. Paid in Dept of Supplies and Accounts 25 lbs bread & J. Duffy (Bn. 101) went on screw cap. Water. Another "Back" left the yard and steamed down the East River. At 11.15 hay masted colors and kept them so during funeral services on U.S.S. Indiana Navy Yard worked at work in Dept of Steam Engineering as follows 2 Machinists, 1 Steam fitter, 1 helper

D. F. Fellers
Ensign, U.S.N.

From Meridian to 4 p.m.

Clear and pleasant. Gentle breeze from South to S.S.E. Barometer falling. At 1.45 U.S. Torpedo boat "Porter" arrived at the yard. At 2.45 the "Back" steamed up the river. Navy yard worked engaged at work in Dept of Steam Engineering as follows: 2 Machinists, 1 Steam fitter, 1 helper.

D. F. Fellers
Ensign, U.S.N.

From 4 to 8 p.m.

Fair and pleasant. Gentle breeze from S.S.E. to S.S.W. Barometer steady.

D. F. Fellers
Ensign, U.S.N.

From 8 p.m. to Midnight

Clear and pleasant. Calm to light air from S.S.W. Barometer steady.

D. F. Fellers
Ensign, U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant, Navigator
U.S.N.

LOG of the UNITED STATES *Ship Essex* *Third* Rate,
Mound to Lob-Dock, Navy Yard, New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Temp. of Air, by Dry Bulb.	Temp. of Air, by Wet Bulb.	Temp. of Water at Surface.	Temp. of Water at Bottom.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	Water at Bottom.							
A. M.				<i>W by S.</i>	<i>S. S. W.</i>	<i>0-1</i>			<i>29.98</i>	<i>75</i>	<i>72</i>	<i>70</i>			<i>bc.</i>	<i>few.</i>					
1																					
2					<i>Variab.</i>	<i>0-1</i>			<i>29.98</i>	<i>75</i>	<i>72</i>	<i>70</i>			<i>bc.</i>	<i>a. m.</i>					
3						<i>0-1</i>			<i>29.99</i>	<i>75</i>	<i>72</i>	<i>70</i>									
4						<i>0-1</i>			<i>29.76</i>	<i>75</i>	<i>71</i>	<i>70</i>									
5						<i>0-1</i>			<i>29.97</i>	<i>75</i>	<i>71</i>	<i>71</i>			<i>bc. m.</i>						
6						<i>0-1</i>			<i>29.97</i>	<i>75</i>	<i>72</i>	<i>71</i>				<i>ce. f. a. m.</i>					
7						<i>0-1</i>			<i>29.98</i>	<i>75</i>	<i>74</i>	<i>73</i>			<i>occ. cl.</i>						
8						<i>0-1</i>			<i>29.98</i>	<i>75</i>	<i>76</i>	<i>74</i>			<i>bc. m.</i>	<i>ce. f. a. m.</i>					
9					<i>W. N. W.</i>	<i>2</i>			<i>29.98</i>	<i>75</i>	<i>78</i>	<i>75</i>									
10						<i>2</i>			<i>29.98</i>	<i>75</i>	<i>78</i>	<i>75</i>									
11						<i>1</i>			<i>29.98</i>	<i>76</i>	<i>79</i>	<i>76</i>			<i>bc. m.</i>						
Noon.						<i>1</i>			<i>29.98</i>	<i>77</i>	<i>82</i>	<i>77</i>									

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

200 gallons.

Water

during the preceding 24 hours,

Water remaining on hand fit for use at noon,

1000 "

Coal consumed during the preceding 24 hours,

— tons, — lbs.

Coal remaining on hand at noon,

45 " 140 "

P. M.				<i>W by S.</i>	<i>N. N. W.</i>	<i>3</i>			<i>29.98</i>	<i>77</i>	<i>82</i>	<i>77</i>			<i>bc. m.</i>	<i>few.</i>					
1																					
2						<i>3</i>			<i>29.96</i>	<i>79</i>	<i>80</i>	<i>77</i>			<i>bc.</i>	<i>few.</i>					
3						<i>3</i>			<i>29.95</i>	<i>79</i>	<i>78</i>	<i>76</i>									
4					<i>W. S. W.</i>	<i>3-4</i>			<i>29.99</i>	<i>75</i>	<i>77</i>	<i>75</i>			<i>occ. cl.</i>						
5					<i>W. N. W.</i>	<i>3-4</i>			<i>30.00</i>	<i>74</i>	<i>71</i>	<i>70</i>									
6					<i>South</i>	<i>2</i>			<i>30.01</i>	<i>74</i>	<i>71</i>	<i>70</i>			<i>bc. m.</i>	<i>a. m.</i>					
7						<i>0-1</i>			<i>30.03</i>	<i>76</i>	<i>70</i>	<i>70</i>									
8						<i>0-1</i>			<i>30.03</i>	<i>76</i>	<i>70</i>	<i>70</i>									
9						<i>0-1</i>			<i>30.05</i>	<i>76</i>	<i>70</i>	<i>69</i>			<i>b.</i>						
10						<i>0-1</i>			<i>30.06</i>	<i>76</i>	<i>70</i>	<i>69</i>									
11						<i>0-1</i>			<i>30.07</i>	<i>75</i>	<i>70</i>	<i>69</i>			<i>bc. m.</i>						
Mid.						<i>0-1</i>			<i>30.08</i>	<i>74</i>	<i>69</i>	<i>68</i>									

under the command of Lieutenant Edward J. Strong
Friday, July 2^d

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 a.m.

Fair and pleasant, overcast last half of watch. Calm to light variable air. Barometer steady.

D. H. Fuller
Ensign, U.S.N.

From 4 to 8 a.m.

Clear and pleasant. Calm to light variable air. Barometer steady. Rec'd in Dept of Supplies and Accounts 25 lbs bread and 3 1/4 lbs each of beef and vegetables. Executed morning orders. Liberty party returned.

D. H. Fuller
Ensign, U.S.N.

From 8 a.m. to Meridian

Overcast, cloudy and smoky. Light air to light breeze from W. & W. Barometer steady. Mr. W. S. C. & G. S. Krauss Backer passed down East River at 11:30.

John Jordan
Lieutenant, U.S.N.

From Meridian to 4 p.m.

Overcast, cloudy. Thunder, lightning and rain squalls. Gentle breeze from W. & W. shifting to W. S.W. in squalls and increasing to stiff breeze. Barometer falling, then rising.

John Jordan
Lieutenant, U.S.N.

From 4 to 8 p.m.

Overcast, cloudy. Thunder, lightning and rain, first part of watch, clearing latter part. Gentle breeze with stiff squalls from W. & W. shifting to South and dying out to light air. Barometer rising. Rec'd on board from U.S.R.S. Vermont, with necessary papers. Thomas Perry (Ensign) and John O'Hara (Lieut.) the U.S.C. & G.S. Krauss Backer came in and secured to the Ordnance Dock.

John Jordan
Lieutenant

From 8 p.m. to Midnight

Pleasant and hazy. Calm and light S by air. Barometer rising.

John Jordan
Lieutenant, U.S.N.

Examined and found to be correct.

John H. Stewart
Lieutenant, U.S.N. Navigator.

LOG of the UNITED STATES *Ship Essex* *Third* Rate,
Manda to Lot Dock Navy Yard New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		a. Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.				
A. M.								30.22								
1				<i>W by S.</i>	<i>Variab</i>	<i>0-1</i>		30.09	72	69			<i>bca</i>	<i>cu. n.</i>		
2				"	"	<i>0-1</i>		30.10	72	68	67		<i>bca</i>		0	
3				"	"	<i>0-1</i>		30.10	72	68	67				0	
4				"	<i>E. N. E.</i>	<i>1-2</i>		30.10	72	68	67				0	
5				"	"	<i>1-2</i>		30.12	72	68	67				0	
6				"	"	<i>1</i>		30.15	72	70	70				0	
7				"	"	<i>1</i>		30.18	72	71	71		<i>bca</i>	<i>cu.</i>	2	
8				"	"	<i>1</i>		30.20	72	71	71				2	
9				"	"	<i>1</i>		30.21	72	71	73		<i>bca</i>		2	
10				"	"	<i>2</i>		30.23	72	71	74		"		2	
11				"	<i>N. N. E.</i>	<i>2</i>		30.23	74	78	74		"		6	
Noon.				"	<i>N. N. W.</i>	<i>2</i>		30.23	74	78	74		"		6	

Position at 8 A. M. { Latitude by
Longitude by

0 ' "

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

0 ' "
0 ' "
0 ' "
0 ' "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

0 ' "
0 ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

200 gallons.

Water during the preceding 24 hours,

800 "

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

tons, 800 lbs.

Coal remaining on hand at noon,

44 " 1586 "

P. M.																
1			<i>W by S.</i>	<i>N. E.</i>	<i>1</i>			30.22	75	80	74		<i>bca</i>	<i>cu. n.</i>		6
2			"	"	<i>1</i>			30.22	77	81	77		"	"		6
3			"	<i>South</i>	<i>1</i>			30.22	79	82	77		"	"		6
4			"	"	<i>2</i>			30.22	79	81	77		"	"		6
5			"	"	<i>2</i>			30.22	79	81	76		"	"		7
6			"	"	<i>3</i>			30.24	76	78	75		"	"		6
7			"	"	<i>3</i>			30.26	76	74	72		"	<i>diff. s.</i>		4
8			"	"	<i>1-2</i>			30.26	75	73	72		"	"		6
9			"	"	<i>1-2</i>			30.30	75	72	71		"	"		5
10			"	"	<i>1-2</i>			30.31	75	72	71		"	"		5
11			"	<i>Variab</i>	<i>0-1</i>			30.32	75	71	70		"	"		5
Mid.			"	<i>Calu</i>	<i>0</i>			30.33	75	71	70		"	"		6

under the command of *Commodore Edward J. Strong*
Saturday July 3^d

, U. S. Navy,
1877.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 a.m.

*Hazy and foggy. Calm and light variable
air first part of watch. Light air to light breeze from E. & E. latter
part. Barometer rising. Therm. steady.*

*J. M. Jordan
Lieutenant, U.S.N.*

From 4 to 8 a.m.

*Foggy and smoky first part of watch, clearing latter
part. Light air to light breeze from E. & E. Barometer rising. Rec'd in
dist. of supplies and accounts 25 lbs fresh bread and six each of fresh beef and veg. tables.*

*J. M. Jordan,
Lieutenant, U.S.N.*

From 8 a.m. to Meridian

*Cloudy to fair. Light air to gentle breeze
from E. N. E. to N. W. The torpedo boat Porter went out down East
River. Navy yard workmen in Engineers Dept. Machinery, 1 pipe
fitter and 1 helper.*

*M. H. Muline
Lieutenant, U.S.N.*

From Meridian to 4 p.m.

*Fair. Light air to light breeze from
N. E. to the South. At 1.00 the Porter returned to the yard. Navy yard
workmen saw as follows*

*M. H. Muline
Lieutenant, U.S.N.*

From 4 to 8 p.m.

*Clear to cloudy. Light to gentle S. by E. breeze. Navy
yard workmen employed during day Machinery, 1 pipe fitter & helper.*

*M. H. Muline
Lieutenant, U.S.N.*

From 8 p.m. to Meridian

Cloudy, Light variable air to calm

*M. H. Muline
Lieutenant, U.S.N.*

*John Stewart
Lieutenant, U.S.N., Navigator.*

LOG of the UNITED STATES *Ship Essex* *Third Rate,*
Mound to Dock *Navy Yard, New York*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Temp. of Air (82°) in Fathoms.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.				<i>W by S.</i>	<i>Light</i>	0			<i>30.33</i>	<i>74</i>	<i>71</i>	<i>71</i>		<i>b. c.</i>	<i>fr. c.</i>	<i>4</i>	
1						0			<i>30.33</i>	<i>74</i>	<i>71</i>	<i>71</i>				<i>4</i>	
2					<i>Variab.</i>	0-1			<i>30.36</i>	<i>73</i>	<i>69</i>	<i>69</i>		<i>oc.</i>	<i>ca.</i>	<i>0</i>	
3						0-1			<i>30.39</i>	<i>73</i>	<i>69</i>	<i>69</i>				<i>0</i>	
4						0-1			<i>30.41</i>	<i>73</i>	<i>70</i>	<i>69</i>				<i>0</i>	
5						0-1			<i>30.42</i>	<i>73</i>	<i>71</i>	<i>70</i>				<i>0</i>	
6					<i>Light</i>	0			<i>30.43</i>	<i>73</i>	<i>71</i>	<i>70</i>				<i>0</i>	
7					<i>Variab.</i>	0-1			<i>30.44</i>	<i>73</i>	<i>70</i>	<i>71</i>				<i>0</i>	
8						0-1			<i>30.42</i>	<i>74</i>	<i>74</i>	<i>73</i>				<i>0</i>	
9					<i>Southe</i>	2			<i>30.40</i>	<i>75</i>	<i>77</i>	<i>74</i>		<i>bc.</i>		<i>4</i>	
10					"	2			<i>30.39</i>	<i>77</i>	<i>80</i>	<i>77</i>				<i>5</i>	
11					"	2			<i>30.37</i>	<i>77</i>	<i>82</i>	<i>76</i>				<i>6</i>	
Noon.					"	2											

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

0 " "
0 " "
0 " "
0 " "
0 " "

miles.
miles.

200 gallons.

600 "

tons, lbs.
44 " 1586 "

P. M.																	
1			<i>W by S.</i>	<i>Southe</i>	2	<i>30.36</i>	<i>78</i>	<i>80</i>	<i>78</i>	<i>bc.</i>	<i>cu.</i>	<i>9</i>					
2					2	<i>30.36</i>	<i>78</i>	<i>79</i>	<i>74</i>			<i>8</i>					
3					2	<i>30.36</i>	<i>78</i>	<i>79</i>	<i>74</i>			<i>8</i>					
4					2	<i>30.36</i>	<i>78</i>	<i>78</i>	<i>73</i>			<i>7</i>					
5					2	<i>30.36</i>	<i>78</i>	<i>76</i>	<i>74</i>			<i>6</i>					
6					3	<i>30.35</i>	<i>76</i>	<i>75</i>	<i>72</i>			<i>6</i>					
7					2	<i>30.35</i>	<i>76</i>	<i>75</i>	<i>72</i>			<i>6</i>					
8					2	<i>30.35</i>	<i>76</i>	<i>75</i>	<i>72</i>			<i>6</i>					
9					2	<i>30.35</i>	<i>74</i>	<i>73</i>	<i>71</i>			<i>6</i>					
10					1-2	<i>30.36</i>	<i>73</i>	<i>73</i>	<i>71</i>			<i>6</i>					
11					2	<i>30.36</i>	<i>73</i>	<i>72</i>	<i>71</i>			<i>8</i>					
Mid.					2	<i>30.36</i>	<i>73</i>	<i>72</i>	<i>71</i>			<i>7</i>					

under the command of

Commander C. I. Strong
Sunday, July 5th

, U. S. Navy,

, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4 a.m.

Variable light air and calms. Cloudy to overcast. Misty and foggy.

From 4 to 8 p.m.

Overcast. Light variable air and calms. Rec'd in rpt of Supplies and Accounts 25 lbs fresh bread and $3\frac{1}{4}$ lbs each fresh rice and vegetables.

M. M. Meline
Lieutenant

M. M. Meline
Lieutenant

From 8 a.m. to Meridian.

Overcast to cloudy and hazy. Calms to light S by breeze. Barometer falling. At 9 a.m. had six hands to Muster and read articles of war.

L. M. Meline
Ensign U.S.N.

From Meridian to 4 p.m.

Clear and pleasant. Light S by breeze. Steady barometer. Six thirty party ashore.

L. M. Meline
Ensign U.S.N.

From 4 to 8 p.m.

Clear and pleasant. Light to gentle breeze from South. Steady barometer.

L. M. Meline
Ensign U.S.N.

From 8 p.m. to Midnight.

Clear and pleasant. Light S by breeze. Steady barometer.

L. M. Meline
Ensign U.S.N.

Examined and found to be correct.

John H. Stewart
Lieutenant Navigator
U.S.N.

LOG of the UNITED STATES *Ship Essex* *Third* Rate,
Mound to Lob Dock, Navy Yard, New-York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		a Height in inches.	Ther. at d.	Air, Dry Bulb.	Wet Bulb.				
A. M.								- 30.2							
1				<i>W by S</i>	<i>South</i>	2		30.35	73	71	70	<i>b.</i>	-	10	
2				"	"	1		30.35	73	71	70	"	-	10	
3				"	"	1		30.35	72	70	69	<i>bcu.</i>	<i>cu.s.</i>	8	
4				"	<i>S. W.</i>	1		30.35	72	70	69	"	"	6	
5				"	"	1		30.35	72	70	69	"	"	6	
6				"	"	1		30.35	72	69	68	"	"	4	
7				"	"	1		30.35	72	70	69	"	"	4	
8				"	"	1		30.35	72	71	70	"	"	7	
9				"	"	1		30.35	74	76	74	"	"	8	
10				"	"	1		30.32	76	81	77	"	"	7	
11				"	"	2		30.30	76	83	78	"	"	5	
Noon.				"	"	2		30.28	80	85	79	"	"	5	

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: Latitude by D. R.
Longitude by D. R.
Course made good since preceding noon:
Distance made good since preceding noon: miles.
Distance by Log since preceding noon: miles.
Current per hour: miles, set true.
Position at 8 P. M. { Latitude by
Longitude by
Variation of compass:
Error of compass observed at
Deviation of compass on
Water expended during the preceding 24 hours, 200 gallons.
Water during the preceding 24 hours, "
Water remaining on hand fit for use at noon, 400 "
Coal consumed during the preceding 24 hours, tons, 800 lbs.
Coal remaining on hand at noon, 44 " - 780 "

P. M.				<i>W by S</i>	<i>S. S. W.</i>	2		30.26	82	85	78	<i>bc.</i>	<i>ci.</i>		
1				"	"	2		30.24	83	86	79	"	"		
2				"	<i>South</i>	3		30.22	84	85	79	"	"		
3				"	"	3		30.20	84	85	79	"	"		
4				"	"	2		30.18	84	85	79	"	"		
5				"	"	2		30.18	84	85	79	"	"		
6				"	"	2		30.17	83	84	78	"	"		
7				"	"	1		30.17	83	82	79	"	<i>ci. cu.</i>		
8				"	"	1		30.17	82	79	78	"	"		
9				"	"	2		30.17	81	79	77	"	"		
10				"	"	1		30.15	81	77	77	"	"		
11				"	"	1		30.15	79	76	76	"	<i>ci.</i>		
Mid.				"	"	1									

under the command of

Commander Edward J. Strong
Monday, July 5th

, U. S. Navy,

, 1871.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 a.m.

Clear and pleasant. Light breeze to light air from South. Steady barometer.

L. M. Namee
Ensign U.S.N.

From 4 to 8 a.m.

Fair and pleasant. Light S.W. by air. Steady barometer. Rec'd in Spt of Supplies and Accounts fresh provisions as follows 27 lbs bread, 33 1/2 lbs each beef and vegetables. Bread ship. Masthead fashings in honor of the day.

L. M. Namee
Ensign U.S.N.

From 8 a.m. to midday. Clear and pleasant. Light air to light breeze from S.W. Barometer falling. The following men returned from our works have 9 absent: J. H. Westerman, Cox, J. W. Johnson (A. I. Jr.) and C. H. Griffin (Cox). All from "Monroe", joined National School of 21 guns in honor of the day.

O. T. Jackson
Ensign U.S.N.

From midday to 4 p.m.

Clear and warm. Light to gentle breeze from S.S.W. and South. Barometer falling. W. Kibben (A. I.) returned from our works have 9 absent. Discharged from the Naval Service by reason of expiration of his enlistment. J. Johnson (C. M. 2^d.)

O. T. Jackson
Ensign U.S.N.

From 4 to 8 p.m.

Fair and warm. Light air to light breeze from South. Barometer steady. A. Barata (C. M. 5^d.) returned from our works have 9 absent.

O. T. Jackson
Ensign U.S.N.

From 8 p.m. to midnight.

Fair and pleasant. Light air to light breeze from South. Barometer steady. J. Peterson (C. M. A. A.) returned from work.

O. T. Jackson
Ensign U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant Navigator.
U.S.N.

LOG of the UNITED STATES *Ship Essex* *Third* *Rate,*
Mound to Lob Dock - Navy Yard New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. air.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.								20.22								
1				W by S	West	1		30.17	71	74	73		bcu	jc.	5	
2				"	"	1		30.17	71	74	73		"	"	2	
3				"	"	2		30.18	71	74	73		bcu	"	0	
4				"	"	2		30.18	71	74	73		"	jc.	0	
5				"	"	2		30.19	71	74	74		"	bcu	0	
6				"	"	2		30.20	71	74	74		bcu	ci	4	
7				"	SW by W	3		30.20	71	74	75		"	"	4	
8				"	"	3		30.20	71	78	77		"	"	5	
9				"	"	1		30.20	79	81	77		"	"	5	
10				"	"	2		30.19	80	85	78		"	"	5	
11				SE by S	SW	2		30.19	81	86	79		"	"	5	
Noon.				"	"	2		30.20	83	88	82		"	"	5	

Position at 8 A. M. { Latitude by 0 ' "
 { Longitude by 0 ' "
 { Latitude by observation 0 ' "
 { Longitude by observation 0 ' "
 Position at noon: { Latitude by D. R. 0 ' "
 { Longitude by D. R. 0 ' "
 Course made good since preceding noon:
 Distance made good since preceding noon: miles.
 Distance by Log since preceding noon: miles.
 Current per hour: miles, set true.
 Position at 8 P. M. { Latitude by 0 ' "
 { Longitude by 0 ' "
 Variation of compass:
 Error of compass observed at
 Deviation of compass on
 Water expended during the preceding 24 hours, 200 gallons.
 Water during the preceding 24 hours,
 Water remaining on hand fit for use at noon, 200 "
 Coal consumed during the preceding 24 hours, — tons, — lbs.
 Coal remaining on hand at noon, 44 " 780 "

P. M.																
1				SE by S	SW	2		30.17	86	92	83		bcu	ci	4	
2				"	"	2		30.15	86	92	83		"	"	6	
3				"	SE	2		30.13	84	92	84		"	jc.	4	
4				"	SSW	1-2		30.16	86	97	81		"	"	4	
5				"	"	1		30.17	85	86	80		"	"	3	
6				"	"	1		30.18	84	83	78		"	"	2	
7				"	"	1		30.18	84	82	78		bcu	"	0	
8				"	"	1		30.18	83	81	78		"	"	0	
9				"	"	1		30.20	81	79	77		bcu	"	2	
10				"	"	1		30.21	80	78	76		"	ci.	4	
11				"	"	1		30.20	79	77	75		"	"	5	
Mid.				"	"	1		30.24	78	76	74		"	"	6	

under the command of

Commander Edward T. Strong
Tuesday, July 6th

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence and until 4 a.m.

Cloudy and pleasant. Light air to light breeze from West. Barometer steady.

O.P. Jackson
Engineer in Charge

From 4 to 8 a.m.

Fair and pleasant. Light to gentle breeze from West and Grad. by W. Barometer steady. Rec'd in Dept of Supplies and Accounts fresh provisions as follows: 27 lbs bread, $33\frac{1}{4}$ lbs each of beef and vegetables.

O.P. Jackson
Engineer in Charge

From 8 a.m. to Meridian

Clear and warm. Light air to light breeze from S.W. Barometer steady. At 10.00 caulked all haubts "inner ship", and at 10.15 left the Cat Dock in tow of the yard tug "Irma" and "Marketa" for Dry Dock No 2. Entered Dry Dock at 10.50. Started pumping out the dock at 10.50 and sent all haubts over the side to scrub bottom. J. Johnson (P.M. 2^d) was enlisted for 3 years. The following men were transferred to the U.S.R.S. "Prometheus": A. Nitcher (Cox), J. C. Inman (Ch. Q.M.), and W. Jordan (B.M. 2^d). Rec'd in Dept of Supplies and Accounts \$5,000.

D.T. Feller
Engineer in Charge

From Meridian to 4 p.m.

Cloudy and warm. Light breeze from S.W. to S.S.E. Barometer steady. All haubts over the side. Scrubbing the bottom. Navy Yard Workmen on board overhauling sea-valves and out board connections. H. Young, B.M. 2^d and C. Pohlman (Ch. Q.M.) left the ship on 7 days leave. J. G. Spruigh (Ch. Q.M.) left the ship on 5 days leave.

D.T. Feller
Engineer in Charge

From 4 to 8 p.m.

Cloudy and warm. Light air from S.S.E. Barometer steady. Navy Yard Workmen employed on board this day as follows: Construction, Mach., Sh. Eng., Johnson, 3 machinists, 1 chain fitter, 1 helper.

D.T. Feller
Engineer in Charge

From 8 p.m. to Midnight.

Cloudy and warm. Light air from S.S.E. Barometer rising. P.A. Surgeon Lewis Morris returned from leave.

D.T. Feller
Engineer in Charge

Examined and found to be correct.

John H. Stewart
Lieutenant, Navigator

LOG of the UNITED STATES

Ship Essex
Sw Dry Dock, Navy Yard, New York

Third

Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction of Surface Current.	State of the Sea.
					Direction by Standard Compass.	Force.			α Height in inches.	Ther. 59° F.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.									-0.22							
1				S. E. by E.	S. S. E.	1			30.23	79	75	74	bc.	co. cu.	3	
2				"	"	1			30.23	79	75	74	"	"	6	
3				"	"	1			30.23	79	75	74	"	"	4	
4				"	"	1			30.24	79	75	74	bcu.	"	3	
5				"	"	1			30.26	79	75	74	"	"	3	
6				"	"	1			30.38	78	75	74	ocu.	cu.	0	
7				"	"	1			30.40	78	76	75	"	"	0	
8				"	Variable	0-1			30.41	78	77	76	oc.	"	0	
9				"	E. N. E.	1			30.41	79	80	79	bc.	ci. cu.	4	
10				"	"	1			30.41	80	80	79	"	"	5	
11				"	S. S. E.	2			30.42	80	80	79	"	"	5	
Noon.				"	"	2			30.42	80	83	79	"	"	6	

Position at 8 A. M. { Latitude by
Longitude by{ Latitude by observation
Longitude by observation

Position at noon:

{ Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

200 gallons.

Water *Used* during the preceding 24 hours,

200 "

Water remaining on hand fit for use at noon,

200 "

Coal consumed during the preceding 24 hours,

tons, 800 lbs.

Coal remaining on hand at noon,

43 " 2220 "

P. M.																
1				S. E. by E.	S. E. by E.	2			30.43	80	84	79	bc.	co.	5	
2				"	"	2			30.43	81	83	78	"	"	5	
3				"	"	2			30.43	82	83	74	"	"	6	
4				"	"	2			30.42	83	83	76	"	"	6	
5				"	"	2			30.41	82	80	76	"	"	6	
6				"	"	1			30.43	79	75	75	"	"	6	
7				"	"	1			30.44	81	76	74	"	ci. free.	4	
8				"	Variable	0-1			30.45	80	75	73	"	"	4	
9				"	"	0-1			30.44	80	76	74	"	"	5	
10				"	"	0-1			30.44	80	76	73	"	"	4	
11				"	South	1			30.44	80	76	73	"	"	4	
Mid.				"	"	1			30.44	80	76	73	"	"	5	

under the command of

Commander E. I. Strong
Wednesday, July 7th

, U. S. Navy,

, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 a.m.
from S.E. Barometer steady.

Clear, Cloudy and Johasaut. Light air

D. H. Fellers

Ensign, U.S.N.

From 4 to 8 a.m.

Overcast and warm. Light air from S.E. Calm
last hour. Barometer rising. ~~Commanding~~ ^{The Captain} Officer left the ship on 2 days
have. Rec'd in Dept of Supplies and Accounts 27 lbs of bread and 33 1/2
lbs each of beef and vegetables. Liberty party returned. Executed mor-
ning orders

D. H. Fellers

Ensign, U.S.N.

From 8 a.m. to Meridian

Clear and warm. Light breeze to light breeze
from E. N.E. to S.E. Barometer rising. Navy Yard workmen at work
putting new strips of copper on outside and 1 Plumber and 1 Helper
at work on head pumps on forecastle. 1 Scaling man & 3 Machinists
1 Steward's helper and 1 Helper at work in Engine Room. U.S.S. Fern left
the yard. Lieut. John Hubbard returned from leave

J. H. Jordan

Lieutenant, U.S.N.

From Meridian to 4 p.m.

Clear and warm. Light breeze from S.E. by S.
Barometer rising. Fine falling. Navy Yard workmen at work putting
new strips of copper on outside of Machinists, 1 Steward's helper and 1 Helper
at work in Engine Room. Crew at work painting boat topsides.
Transferred to U.S. Naval Hospital at Brooklyn. Jiff Elliott (cox)
the U.S.S. Fern sound at dock at Navy Yard.

J. H. Jordan

Lieutenant, U.S.N.

From 4 to 8 p.m.

Clear and Johasaut. Light breeze to light breeze
from S.E. by S. Barometer rising. Navy Yard workmen same as
last watch until 5 p.m.

J. H. Jordan

Lieutenant, U.S.N.

From 8 p.m. to Midnight

Clear and Johasaut. Calm and light va-
riable and sky air. Barometer steady

J. H. Jordan

Lieutenant, U.S.N.

Examined and found to be correct.

John W. Stewart

Lieutenant Navigator

U.S.N.

LOG of the UNITED STATES

Ship *Essex* Third
In Dry Dock, Navy Yard, New York

Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prev. Clear Sky in fathoms.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		\bar{Q} Height in inches.	Ther. attd.	Air.	Dry Bulb.	Wet Bulb.	Water Surface.				
A. M.									-0.12									
1				S E by S.	South	1			30.36	79	74	72			bcm.	fr. co.	4	
2				"	variash	0-1			30.36	78	73	71			"	"	4	
3				"	"	0-1			30.36	77	73	70			"	"	3	
4				"	"	0-1			30.36	77	73	70			"	"	2	
5				"	South	0-1			30.35	74	70	69			"	"	3	
6				"	"	0-1			30.36	76	74	72			bef.	"	2	
7				"	"	0-1			30.35	75	73	71			"	"	2	
8				"	"	1			30.35	74	74	72			"	"	4	
9				"	"	1			30.36	77	78	75			bc.	"	4	
10				"	"	2			30.36	77	78	75			"	"	4	
11				"	"	2			30.36	78	80	76			"	"	4	
Noon.				"	"	2			30.34	79	82	77			"	"	4	

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																		
1				S E by S.	S E	2			30.33	79	82	77			bc.	fr. co.	4	
2				"	"	2			30.30	80	83	77			"	"	6	
3				Various	"	2			30.28	80	83	77			"	"	8	
4				N E by E	"	2			30.26	80	82	76			"	"	9	
5				"	"	2			30.26	80	80	75			"	"	9	
6				"	"	2			30.26	80	78	74			"	"	8	
7				"	"	2			30.25	78	77	73			"	"	8	
8				"	"	2			30.24	77	76	72			"	"	9	
9				"	"	2			30.24	78	78	73			"	"	9	
10				"	"	2			30.25	79	78	73			"	"	7	
11				"	"	2			30.25	79	78	73			"	"	9	
Mid.				"	"	2			30.25	79	78	73			"	"	8	

under the command of

Commander Edward S. Strong
Thursday, July 8th

, U. S. Navy,

, 18 97.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 a.m. Phasant and hazy. Calm and light
variable and S by air. Barometer steady.

J. M. Jordan,
Lieutenant, U.S.N.

From 4 to 8 a.m.

Light fog first part of watch, clearing valley
part. Calm and light air from South. Barometer steady. Rec'd
in Dept of Supplies and Accidents 33 1/4 each of fresh meat and vegetables
and 2 pkts of bread. Sent J. W. Stewart. Had left the ship with
our wires near 3 o'clock.

J. M. Jordan,
Lieutenant, U.S.N.

From 8 a.m. To Meridian.

Fair and warm. Light South breeze. Sent 190
black bags, a fonsail and main topmast stay-sail up in yard to be
repaired. Navy Yard workmen as follows: Engr. Dept 6 Machinists
1 pipe fitter, 2 helpers. Constr. Dept 19 carpenters, 1 ship fitter,
1 helper, 1 clipper, 1 machinist.

M. M. Hulme,
Lieutenant, U.S.N.

From Meridian to 4 p.m.

Fair to clear. Very warm, light S.E. breeze.
Navy Yard workmen same as forenoon. At 1.00 began to flood
dock. At 1.30 left dry dock in tow of two tugs and moved to Ordnance
dock. At 2.00 U.S.S. Albatross went into commission.

M. M. Hulme,
Lieutenant, U.S.N.

From 4 to 8 p.m.

Clear and phasant. Light S.E. breeze. Navy Yard
workmen same as forenoon watch. Finished mowing ship.

M. M. Hulme,
Lieutenant, U.S.N.

From 8 p.m. To Midnight.

Clear and phasant. Light S.E. breeze.

M. M. Hulme,
Lieutenant, U.S.N.

Examined and found to be correct.

John Stewart
Lieutenant, U.S.N. Navigator.

LOG of the UNITED STATES *Ship Essex* *Third* Rate,
Mound to Ordnance Dock, Navy Yard, New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		a	Height in inches.	Ther. at ft.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.		
A. M.								-0.22							
1				<i>N. by E</i>	<i>Variab</i>	0-1		<i>30.24</i>	<i>78</i>	<i>74</i>	<i>73</i>	<i>b.c.</i>	<i>none</i>	<i>10</i>	
2				"	"	0-1		<i>30.23</i>	<i>77</i>	<i>73</i>	<i>73</i>	"	"	<i>10</i>	
3				"	"	0-1		<i>30.23</i>	<i>77</i>	<i>73</i>	<i>72</i>	"	"	<i>10</i>	
4				"	<i>S. W.</i>	"		<i>30.22</i>	<i>76</i>	<i>72</i>	<i>72</i>	"	"	<i>10</i>	
5				"	"	"		<i>30.22</i>	<i>77</i>	<i>72</i>	<i>71</i>	"	"	<i>10</i>	
6				"	"	"		<i>30.21</i>	<i>78</i>	<i>73</i>	<i>72</i>	"	"	<i>10</i>	
7				"	"	"		<i>30.20</i>	<i>78</i>	<i>74</i>	<i>72</i>	"	"	<i>10</i>	
8				"	"	<i>2</i>		<i>30.20</i>	<i>78</i>	<i>75</i>	<i>73</i>	"	"	<i>10</i>	
9				"	"	<i>2</i>		<i>30.20</i>	<i>78</i>	<i>78</i>	<i>76</i>	"	"	<i>10</i>	
10				"	"	<i>2</i>		<i>30.19</i>	<i>78</i>	<i>81</i>	<i>77</i>	<i>b.c.</i>	<i>c.</i>	<i>9</i>	
11				"	"	<i>2</i>		<i>30.17</i>	<i>78</i>	<i>83</i>	<i>78</i>	"	"	<i>8</i>	
Noon.				"	"	<i>1</i>		<i>30.15</i>	<i>79</i>	<i>85</i>	<i>79</i>	"	"	<i>9</i>	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon :

Distance made good since preceding noon :

Distance by Log since preceding noon :

Current per hour : miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

300 gallons.

"

1400 "

tons, 800 lbs.

43 " 1420 "

P. M.															
1				<i>N. by E</i>	<i>S. E.</i>	<i>2</i>		<i>30.13</i>	<i>82</i>	<i>87</i>	<i>78</i>	<i>b.c.</i>	<i>f.c.</i>	<i>8</i>	
2				"	"	<i>2</i>		<i>30.11</i>	<i>83</i>	<i>86</i>	<i>78</i>	"	"	<i>8</i>	
3				"	"	<i>2</i>		<i>30.11</i>	<i>83</i>	<i>84</i>	<i>76</i>	"	"	<i>8</i>	
4				"	"	<i>3</i>		<i>30.10</i>	<i>83</i>	<i>83</i>	<i>75</i>	"	"	<i>8</i>	
5				"	<i>S. E. by S.</i>	<i>3</i>		<i>30.09</i>	<i>82</i>	<i>82</i>	<i>75</i>	"	"	<i>7</i>	
6				"	"	<i>3</i>		<i>30.09</i>	<i>81</i>	<i>81</i>	<i>75</i>	"	"	<i>8</i>	
7				"	"	<i>3</i>		<i>30.09</i>	<i>81</i>	<i>80</i>	<i>75</i>	"	"	<i>6</i>	
8				"	<i>S. E.</i>	<i>3</i>		<i>30.09</i>	<i>81</i>	<i>79</i>	<i>75</i>	"	"	<i>5</i>	
9				"	"	<i>2</i>		<i>30.12</i>	<i>81</i>	<i>79</i>	<i>74</i>	"	"	<i>5</i>	
10				"	"	<i>1</i>		<i>30.11</i>	<i>81</i>	<i>79</i>	<i>74</i>	"	"	<i>7</i>	
11				"	"	<i>1</i>		<i>30.11</i>	<i>81</i>	<i>79</i>	<i>74</i>	"	"	<i>7</i>	
Mid.				"	"	<i>1</i>		<i>30.10</i>	<i>81</i>	<i>79</i>	<i>74</i>	"	"	<i>7</i>	

under the command of

Commander Edward F. Strong
Friday, July 9th

, U. S. Navy,

, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 a.m.

Char. Light variable air.

M. Muline
Lieutenant, U.S.N.

from 4 to 8 a.m.

Char and phasant. Light air to light SW
breeze. Fed in Dept 9 Supplies and Accounts 27 lbs fresh bread
and 33 3/4 lbs each fresh beef and vegetables

M. Muline
Lieutenant, U.S.N.

from 8 a.m. to Meridian

Char and phasant. Light breeze to light air
from S.W., falling barometer. Navy Yard workmen engaged on-board
as follows: Foretr. Dept 8 carpenters, 20 caulkers, 1 ship painter, 1 helper,
1 diller, 1 chiseler, 2 spar makers. Eng. Dept 2 machinists, 1 diller,
1 helper. About one hour S. Point (M. ad), J. Wirtman (Cox)

S. H. Namee
Ensign, U.S.N.

from Meridian to 4 p.m.

from 4 to 8 p.m.

Char and phasant. Light to gentle SE by
breeze. Barometer falling. Navy Yard workmen employed as
in forenoon watch, excepting 1 machinist in Eng. Dept.
L. McKelly (B. U. 1st) and C. Schmitt (B. M. 2d) left the ship on our
return here. A. Sharp (ad) returned from here

S. H. Namee
Ensign, U.S.N.

from 4 to 8 p.m.

Char and phasant. Gentle breeze from SE by S to SE
steady barometer. Navy Yard workmen engaged on board as in
afternoon watch till 5 p.m.

S. H. Namee
Ensign, U.S.N.

from 8 p.m. to Midnight

Char and phasant. Gentle breeze to light
air from SE. Barometer falling slowly

S. H. Namee
Ensign, U.S.N.

Examined and found to be correct.

John L. Stewart
Lieutenant, U.S.N. Navigator

LOG of the UNITED STATES *Thrs Essay* *Third* Rate,
Mound to Ordnaven Dock, Navy Yard. New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prep. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.			Q. Height in inches.	Ther. at d.	Air by Bulb.	Mis. Wet Bulb.	Water at Surface.					
A. M.										30.11	81	79	74					
1				NE by E.	SE.	1				30.11	81	79	74	bcm	few		8	
2				"	"	1				30.11	81	76	73	"	"		8	
3				"	SE E.	1				30.11	79	74	72	"	"		8	
4				"	"	1				30.10	79	74	72	"	"		7	
5				"	"	1				30.11	78	74	72	"	"		5	
6				"	Variable	0-1				30.12	78	74	72	"	"		5	
7				"	"	0-1				30.14	78	76	74	"	"		7	
8				"	"	0-1				30.14	77	77	74	"	"		7	
9				"	"	0-1				30.14	78	80	77	"	"		6	
10				"	"	0-1				30.13	79	84	79	"	"		5	
11				"	WSW.	1-2				30.12	79	84	78	"	"		7	
Noon.				"	SSW.	2				30.11	82	91	83	"	"		7	

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon :

Distance made good since preceding noon :

Distance by Log since preceding noon :

Current per hour : miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

200 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

1150 "

Coal consumed during the preceding 24 hours,

— tons, — lbs.

Coal remaining on hand at noon,

43 " 1420 "

P. M.																		
1				<i>NE by E.</i>	<i>SSW.</i>	<i>2</i>			30.10	84	91	82			<i>bc.</i>	<i>ca.</i>	<i>7</i>	
2				"	"	<i>2</i>			30.09	85	89	79			"	"	<i>8</i>	
3				"	"	<i>2</i>			30.08	85	87	78			"	"	<i>6</i>	
4				"	<i>South</i>	<i>2</i>			30.05	84	85	77			"	"	<i>7</i>	
5				"	<i>SSW.</i>	<i>3</i>			30.05	84	84	76			"	"	<i>7</i>	
6				"	"	<i>3</i>			30.06	82	81	75			"	<i>ca.</i>	<i>6</i>	
7				"	"	<i>2</i>			30.07	80	78	76			"	"	<i>8</i>	
8				"	"	<i>2</i>			30.07	79	78	74			"	"	<i>7</i>	
9				"	"	<i>2</i>			30.09	79	77	75			"	"	<i>5</i>	
10				"	"	<i>2</i>			30.11	79	77	75			<i>bcm</i>	<i>ca.</i>	<i>1</i>	
11				"	"	<i>2</i>			30.11	79	77	75			<i>ca.</i>	"	<i>0</i>	
Mid.				"	"	<i>1-2</i>			30.12	79	77	76			"	"	<i>0</i>	

under the command of

Commander Edward I Strong
Saturday July 10th

, U. S. Navy,

, 1891.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and ends 4 a.m. Clear and pleasant. Light air
from S.E. to S.S.E. Steady barometer.

L. M. Howe
Ensign, U.S.N.

From 4 to 8 p.m.

Hazy and pleasant. Calm to light variable air.
Barometer rising. Rec'd in Dep't of Supplies and Accounts fresh
provisions as follows: 27 lbs bread and 33 1/2 lbs beef, 33 1/2 lbs vegetables.

L. M. Howe
Ensign, U.S.N.

From 8 a.m. to Meridian

Fair and warm. Calm to light variable breeze. Ba-
rometer falling. Discharged from the Naval Service by reason of insubordination
and breach of Regulations Order # 18801 Frank S. Munsaugh (Apt 3rd)
Yardman at work on board as follows: 5 carpenters, 2 caulkers
1 chiller, 1 spar maker, 1 helper, 1 plumber, 1 machinist, 1 stow filler
and 1 helper, 1 boiler maker, 4 boys. J. Wirtz (Cox) absent over board
U.S. J. B. Porter stood down the East River.

O. T. Jackson
Ensign, U.S.N.

From Meridian to 4 p.m.

Clear and warm. Light to gentle breeze from
S.S.W. to South. Barometer falling. Transferred to U.S. Naval Hospital
S. Matsuo (Mate). O. Smute (A. Mack) left the ship on our works have
of absence. Saw yardman at work on board as in previous watch, also
2 carpenters, 2 boys and 1 plumber additional. U.S. J. B. Porter returned to
the ship yard.

O. T. Jackson
Ensign, U.S.N.

From 4 to 8 p.m.

Fair, light breeze from S.S.E. Barometer rising. J. S. Sturman
(A. 1st) returned from leave.

O. T. Jackson
Ensign, U.S.N.

From 8 p.m. to midnight.

Cloudy first part, overcast latter part. Light
air to light breeze from S.S.E. Barometer rising.

O. T. Jackson
Ensign, U.S.N.

Examined and found to be correct.

John H. Stewart
Lieutenant, U.S.N. Navigator.

LOG of the UNITED STATES

Ship *Cassidy* *Shind* Rate,
Moored to Ordnance Dock, Navy Yard, New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.										30.10	78	76	75						
1				<i>N. E. by E.</i>	<i>N. E.</i>		1			30.09	76	74	74			<i>ocul.</i>	<i>cu.</i>	0	
2							1			30.08	75	73	73			<i>ocul.</i>	<i>cu. n.</i>	0	
3							2			30.08	74	72	72					0	
4							1			30.07	74	72	71			<i>ocul.</i>		0	
5							1			30.06	74	71	70					0	
6							1			30.07	74	72	72			<i>ocul.</i>	<i>cu. n.</i>	0	
7							1			30.08	74	73	72					0	
8							1			30.07	74	73	72			<i>ocul.</i>	<i>cu.</i>	0	
9							1			30.06	73	73	73			<i>cu.</i>		0	
10							1			30.05	74	76	75			<i>bcu</i>	<i>cu. n.</i>	0	
11							1			30.04	75	77	76					1	
Noon.					<i>Variable</i>		1												

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

200 gallons.

Water

during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																			
1				<i>N. by E.</i>	<i>Variable</i>		1.0			29.95	79	80	79			<i>bcu</i>	<i>fr. cu.</i>	5	
2					<i>SE</i>		3			29.95	80	81	78					5	
3							3			29.93	79	79	78					1	
4							3.5			29.91	79	80	79			<i>bc. g.</i>		6	
5							3.5			29.89	79	81	80			<i>bc. g. t.</i>	<i>fr. cu.</i>	4	
6							3.4			29.90	79	80	76					3	
7							3.4			29.91	80	80	76			<i>bc. g.</i>		3	
8					<i>Scute</i>		2.3			29.90	80	79	76					3	
9							3			29.92	80	78	76			<i>bc.</i>		4	
10							3			29.93	80	76	74					3	
11							3			29.93	78	76	74					5	
Mid.					<i>N. E.</i>		3			29.93	78	76	74					6	

under the command of *Commander Edward J Strong*
Sunday, July 11th

, U. S. Navy,
, 1891.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 a.m.

to light breeze from N.W. & Barometer falling Overcast, rainy latter part. Light air

O.P. Jackson.
Ensign. U.S.N.

From 4 to 8 a.m.

Overcast and misty. Breeze first part Light. N.W. & by
air. U.S.B. Porter stood up East River

O.P. Jackson.
Ensign. U.S.N.

From 8 a.m. to Meridian

Overcast and misty clearing last half of watch.
Light air from N.W. & Barometer falling. Asst. Paymaster D.C. Rescor
U.S.N. went on three days leave. Absentees as follows J. Westmann (Cox)
and P.J. Sweeney (Lst)

D.H. Sellers

Ensign. U.S.N.

From Meridian to 4 p.m.

Clear and warm. Light variable air
to stiff breeze blowing in squalls from S.E. Barometer falling

D.H. Sellers
Ensign. U.S.N.

From 4 to 8 p.m.

Cloudy and warm. Gentle to moderate breeze
blowing in squalls from S.E. to South. Barometer steady. At 6.45
the U.S.S. New York arrived at the yard and moored along side 1st
dock

D.H. Sellers

Ensign. U.S.N.

From 8 p.m. to Midnight.

Clear and pleasant. Gentle breeze from
South to S.E. Barometer steady

D.H. Sellers

Ensign. U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant. U.S.N. Navigator.

LOG of the UNITED STATES *Ship Essex* *Third* Rate,
Mound to Ordnance Dock Navy Yard New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	Height in inches.	BAROMETER.				TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			<i>a</i>	Ther. air.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.							
A. M.				<i>N E by E</i>	<i>South</i>			<i>0.29</i>												
1						1			29.91	78	76	74				<i>bc.</i>	<i>jc. cu.</i>	3		
2						1			29.90	78	76	74						4		
3						1			29.90	78	76	74						4		
4						1			29.89	77	76	74						3		
5						1			29.89	77	75	74						4		
6						1			29.89	78	75	74						4		
7						2			29.90	77	76	73				<i>oc.</i>	<i>ci. cu.</i>	0		
8						2			29.90	77	77	76						0		
9						2			29.90	78	78	76						0		
10					<i>S. S. W.</i>	2			29.90	79	80	78				<i>bc.</i>	<i>jc. cu.</i>	2		
11						2			29.89	81	83	79						4		
Noon.						3			29.88	81	84	79						4		

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

250 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

900 "

Coal consumed during the preceding 24 hours,

— tons, — lbs.

Coal remaining on hand at noon,

43 " 620 "

P. M.																				
1				<i>N. by E.</i>	<i>South</i>	<i>3-4</i>			<i>29.85</i>	<i>81</i>	<i>81</i>	<i>79</i>					<i>bc. sg.</i>	<i>cu. m.</i>	<i>4</i>	
2						<i>4</i>			<i>29.82</i>	<i>82</i>	<i>82</i>	<i>78</i>					<i>bc.</i>	<i>ci. cu.</i>	<i>4</i>	
3						<i>4-6</i>			<i>29.80</i>	<i>82</i>	<i>81</i>	<i>77</i>					<i>bc. cu.</i>		<i>5</i>	
4						<i>5-7</i>			<i>29.78</i>	<i>81</i>	<i>80</i>	<i>77</i>							<i>3</i>	
5						<i>4-5</i>			<i>29.80</i>	<i>80</i>	<i>79</i>	<i>77</i>							<i>2</i>	
6						<i>3-5</i>			<i>29.82</i>	<i>80</i>	<i>76</i>	<i>76</i>							<i>4</i>	
7						<i>3-5</i>			<i>29.84</i>	<i>78</i>	<i>76</i>	<i>75</i>							<i>2</i>	
8						<i>3-5</i>			<i>29.88</i>	<i>78</i>	<i>75</i>	<i>75</i>					<i>oc. cu. l.</i>	<i>cu. m.</i>	<i>0</i>	
9					<i>West</i>	<i>2</i>			<i>29.88</i>	<i>78</i>	<i>74</i>	<i>74</i>					<i>oc. cu. m. l.</i>	<i>m.</i>	<i>0</i>	
10						<i>1</i>			<i>29.88</i>	<i>78</i>	<i>74</i>	<i>73</i>					<i>oc. cu.</i>		<i>0</i>	
11						<i>1</i>			<i>29.88</i>	<i>77</i>	<i>73</i>	<i>72</i>					<i>oc. cu. m.</i>		<i>0</i>	
Mid.					<i>S. W.</i>	<i>1</i>			<i>29.87</i>	<i>77</i>	<i>73</i>	<i>72</i>							<i>0</i>	

under the command of

Commander Edward J. Strong
Monday, July 12th

, U. S. Navy,

, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 a.m.
from South. Barometer steady. Cloudy and phasant. Light air

D. H. Fellers
Ensign, U.S.N.

from 4 to 8 a.m.

Cool and phasant. Light air to light breeze from South. Barometer steady. Rec'd in Dept of Supplies and Accounts 24 lbs bread and 30 lbs each of beef and vegetables

D. H. Fellers
Ensign, U.S.N.

from 8 a.m. to Meridian

Fair and phasant. Light to gentle breeze from South to S.S.W. Barometer falling. The following Navy Yard workmen at work on board in Engr. Dept. 26 caulkers & carpenters, 1 drillor, 1 spar maker, 1 helper, 1 plumber, 1 helper, in Steam Eng. 1 machinist, 1 steam fitter, 1 helper, 1 boiler maker, 5 boys. J. Toller (Boat) returned on board 2 1/2 hrs overtime and drunk

J. N. Jordan
Lieutenant, U.S.N.

from Meridian to 4 p.m.

Passing showers first part of watch, fair and threatening, latter part. Gentle to strong fresh breeze from South. Barometer falling. Navy Yard workmen at work on board, in Engr. Dept. 27 caulkers, 10 carpenters, 1 drillor, 1 plumber, 1 helper. In Equip. Dept. 2 gallymen. In Steam Eng. 1 machinist, 1 steam fitter, 1 helper 1 boiler maker and 5 boys

J. N. Jordan
Lieutenant, U.S.N.

from 4 to 8 p.m.

Fair and threatening first part of watch, cloudy, varying misty and lightening latter part. Gentle to stiff breeze from South. Barometer rising. Same Navy Yard workmen as in p.m. watch at work till 5.00 p.m.

J. N. Jordan
Lieutenant, U.S.N.

from 8 p.m. to midnight.

Overcast, cloudy, misty and raining. Light air to stiff breeze shifting from South to West, and then to S.W. Barometer steady

J. N. Jordan
Lieutenant, U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant, U.S.N., Navigator

LOG of the UNITED STATES Ship *Essay* Third Rate,
Second & Orchnauer Dock, Navy Yard, New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Temp. of Clear Sky, in Faha.	State of the Sea.
					Direction by Standard Compass.	Height in inches. at 4 ft.				A.	Ther. at 4 ft.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.				<i>N.E. by E.</i>	<i>S.W.</i>	<i>1</i>				<i>29.86</i>	<i>76</i>	<i>73</i>	<i>72</i>		<i>overcast</i>	<i>sc</i>	<i>0</i>		
1					<i>Souther</i>	<i>1</i>				<i>29.86</i>	<i>76</i>	<i>73</i>	<i>72</i>			<i>sc</i>	<i>0</i>		
2					<i>S.S.E.</i>	<i>1</i>				<i>29.86</i>	<i>76</i>	<i>73</i>	<i>72</i>			<i>sc</i>	<i>0</i>		
3						<i>1</i>				<i>29.86</i>	<i>76</i>	<i>73</i>	<i>72</i>			<i>sc</i>	<i>0</i>		
4						<i>1</i>				<i>29.86</i>	<i>76</i>	<i>73</i>	<i>72</i>			<i>sc</i>	<i>0</i>		
5						<i>1</i>				<i>29.85</i>	<i>75</i>	<i>72</i>	<i>71</i>			<i>sc</i>	<i>0</i>		
6						<i>1</i>				<i>29.85</i>	<i>75</i>	<i>72</i>	<i>71</i>			<i>sc</i>	<i>0</i>		
7						<i>1</i>				<i>29.85</i>	<i>76</i>	<i>72</i>	<i>72</i>		<i>overcast</i>	<i>sc</i>	<i>0</i>		
8						<i>1</i>				<i>29.85</i>	<i>76</i>	<i>72</i>	<i>72</i>			<i>sc</i>	<i>0</i>		
9				<i>sc</i>	<i>sc</i>	<i>1</i>				<i>29.88</i>	<i>76</i>	<i>73</i>	<i>73</i>		<i>overcast</i>	<i>sc</i>	<i>0</i>		
10				<i>sc</i>	<i>sc</i>	<i>1</i>				<i>29.88</i>	<i>76</i>	<i>73</i>	<i>73</i>			<i>sc</i>	<i>0</i>		
11				<i>sc</i>	<i>Variable</i>	<i>0-1</i>				<i>29.88</i>	<i>76</i>	<i>73</i>	<i>73</i>			<i>sc</i>	<i>0</i>		
Noon.				<i>sc</i>	<i>sc</i>	<i>0-1</i>				<i>29.88</i>	<i>76</i>	<i>73</i>	<i>73</i>			<i>sc</i>	<i>0</i>		

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.				<i>N.E. by E.</i>	<i>Variable</i>	<i>0-1</i>			<i>29.88</i>	<i>77</i>	<i>74</i>		<i>overcast</i>	<i>overcast</i>	<i>0</i>			
1					<i>S.E.</i>	<i>1-2</i>			<i>29.90</i>	<i>77</i>	<i>74</i>		<i>overcast</i>		<i>0</i>			
2						<i>1-2</i>			<i>29.90</i>	<i>77</i>	<i>74</i>		<i>overcast</i>		<i>0</i>			
3						<i>1-2</i>			<i>29.90</i>	<i>76</i>	<i>73</i>				<i>0</i>			
4						<i>1-2</i>			<i>29.90</i>	<i>76</i>	<i>72</i>				<i>0</i>			
5						<i>1-2</i>			<i>29.90</i>	<i>76</i>	<i>72</i>				<i>0</i>			
6						<i>2</i>			<i>29.90</i>	<i>76</i>	<i>72</i>				<i>0</i>			
7						<i>2-3</i>			<i>29.91</i>	<i>75</i>	<i>72</i>				<i>0</i>			
8						<i>2</i>			<i>29.90</i>	<i>74</i>	<i>72</i>				<i>0</i>			
9						<i>2-3</i>			<i>29.88</i>	<i>74</i>	<i>72</i>				<i>0</i>			
10						<i>2-4</i>			<i>29.88</i>	<i>74</i>	<i>72</i>				<i>0</i>			
11									<i>29.88</i>	<i>74</i>	<i>72</i>				<i>0</i>			
Mid.																		

under the command of

Commander Edward T. Strong
Tuesday, July 13th

, U. S. Navy,

, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 a.m.

Overcast cloudy, misty and rainy. Light air from S.W. to S.S.W. Barometer steady. J. A. Harding (app. 24) returned on board 5 hours over time.

J. N. Jordan,
Quartermaster, U.S.N.

From 4 to 8 a.m.

Overcast cloudy, misty and rainy. Light air from S.S.W. Barometer falling. Here rising. Rec'd in Dept. of Supplies and Accounts the following fresh provisions 24 lbs bread, 30 lbs each dry and vegetables.

J. N. Jordan,
Quartermaster, U.S.N.

From 8 a.m. to midnoon.

Overcast and raining hard. Light variable air. Sent forward davit of 2^d cutter to yard for repairs. Navy Yard workmen on board: Engineer Department, 1 machinist, 1 steam fitter, 1 helper, 1 boiler maker, 6 Boys and 4 Carpenters. In construction Department 9 carpenters, 12 lumber, 1 Miller, J. H. Weston, comrade, about without leave. U.S.S. Texas moved astern of us after firing a salute to Commandant.

W. A. Hulme
Lieutenant, U.S.N.

From midnoon to 4 P.m.

Overcast and raining. Light air to gentle breeze from S.E. Sent to joiners shop for repairs 16 mess tables, and 32 benches. Navy Yard workmen the same as forenoon, in Engineer Department, In construction Department, 6 carpenters, 1 Miller, 1 shipper, 1 spanner, 1 helper.

W. A. Hulme
Lieutenant, U.S.N.

From 4 to 8 P.m.

Overcast and raining. Light air to gentle S.E. breeze. Navy Yard workmen the same as afternoon. Transferred, Wm. Colclough, machinist, 1st class, to U.S.S. Tern, and Charles Karsch, Chief Gunster, machinist, to U.S.S. Texas, and received from U.S.S. Tern, R. A. Bessie, machinist, 1st class.

W. A. Hulme
Lieutenant, U.S.N.

From 8 P.m. to midnight.

Overcast ~~rainy~~ and equally, last part lighter to moderate S.E. breeze. Assistant Paymaster, H. C. Bruce, U.S.N. returned from leave.

W. A. Hulme
Lieutenant, U.S.N.

Examined and found to be correct.

John L. Stewart
Navigator.

LOG of the UNITED STATES *Ship Envo.*

Third. Rate,

Moved to entrance dock, navy yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 0.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.				<i>N.E. x E.</i>	<i>S.E.</i>	<i>4-6</i>		<i>29.81</i>	<i>74</i>	<i>71</i>	<i>71</i>		<i>scym.</i>	<i>cum.</i>	<i>0</i>	
1				"	"	<i>4-8</i>		<i>29.80</i>	<i>74</i>	<i>71</i>	<i>71</i>		"	"	<i>0</i>	
2				"	<i>N.W.</i>	<i>3</i>		<i>29.80</i>	<i>72</i>	<i>71</i>	<i>71</i>		<i>scym.</i>	"	<i>0</i>	
3				"	"	<i>3</i>		<i>29.82</i>	<i>73</i>	<i>70</i>	<i>70</i>		<i>scym.</i>	"	<i>0</i>	
4				"	"	<i>3</i>		<i>29.83</i>	<i>73</i>	<i>70</i>	<i>70</i>		"	"	<i>0</i>	
5				"	"	<i>2</i>		<i>29.85</i>	<i>73</i>	<i>70</i>	<i>70</i>		<i>scym.</i>	<i>cum.</i>	<i>4</i>	
6				"	"	<i>2</i>		<i>29.88</i>	<i>73</i>	<i>74</i>	<i>72</i>		"	"	<i>4</i>	
7				"	"	<i>2</i>		<i>29.90</i>	<i>74</i>	<i>77</i>	<i>74</i>		"	"	<i>4</i>	
8				"	"	<i>2</i>			<i>79</i>	<i>76</i>			"	"	<i>4</i>	
9				"	"	<i>2</i>			<i>79</i>	<i>76</i>			"	"	<i>5</i>	
10				"	"	<i>2</i>			<i>79</i>	<i>76</i>			"	"	<i>6</i>	
11				"	"	<i>2</i>			<i>79</i>	<i>76</i>			"	"	<i>6</i>	
Noon.				"	"	<i>2</i>			<i>79</i>	<i>76</i>			"	"	<i>6</i>	

Position at 8 A. M. { Latitude by
Longitude by

0 1 "

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.0 1 "
0 1 "
0 1 "
0 1 "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by0 1 "
0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

200 gallons.

Water *Received* during the preceding 24 hours,

2700 "

Water remaining on hand fit for use at noon,

3000 "

Coal consumed during the preceding 24 hours,

— tons, — lbs.

Coal remaining on hand at noon,

42 " 2060 "

P. M.				<i>N.E. x E.</i>	<i>N.W.</i>	<i>2</i>										
1				"	"	<i>2</i>				<i>80</i>	<i>76</i>		<i>bc.</i>	<i>cum.</i>	<i>5</i>	
2				"	"	<i>2</i>				<i>81</i>	<i>75</i>		"	"	<i>7</i>	
3				"	<i>S.E. by S.</i>	<i>2</i>				<i>82</i>	<i>75</i>		"	"	<i>3</i>	
4				"	<i>Variable</i>	<i>2-4</i>				<i>72</i>	<i>71</i>		<i>scym.</i>	<i>cum.</i>	<i>0</i>	
5				"	"	<i>2-4</i>				<i>69</i>	<i>69</i>		"	"	<i>0</i>	
6				"	"	<i>0-2</i>				<i>68</i>	<i>68</i>		"	"	<i>0</i>	
7				"	"	<i>0-1</i>				<i>67</i>	<i>67</i>		"	"	<i>0</i>	
8				"	<i>S.E.</i>	<i>1</i>				<i>68</i>	<i>67</i>		<i>scym.</i>	<i>cum.</i>	<i>0</i>	
9				"	"	<i>1</i>				<i>70</i>	<i>69</i>		<i>scym.</i>	"	<i>0</i>	
10				"	<i>Calm</i>	<i>0</i>				<i>69</i>	<i>69</i>		<i>scym.</i>	<i>cum.</i>	<i>4</i>	
11				"	<i>Variable</i>	<i>0-1</i>				<i>68</i>	<i>68</i>		<i>scym.</i>	<i>cum.</i>	<i>6</i>	
Mid.				"	<i>S.W.</i>	<i>2</i>				<i>68</i>	<i>67</i>		"	"	<i>7</i>	

under the com

S. and A.
Pay-officers' Form No. 64,
March 1, 1925.

Expenditure Invoice No.

U. S. S.

Essex

July

1897

INVOICE of Stores in the *Equip^t Navigation* Department, condemned by survey approved
July 6th 1897, and recommended to be turned into Store for disposition stated.

QUANTITY	ARTICLE		DISPOSITION	ORIGINAL VALUE		APPRAISED VALUE	
	TITLE	TO TITLE X		ITEM	AGGREGATE OF CLASSES	ITEM	AGGREGATE OF CLASSES
	<i>Class 16</i>						
2	Boat Compasses		<i>Repairs</i>	<i>\$0 00</i>			
1	Py. Vap. rail Log			<i>21 90</i>		<i>70 00</i>	
2	Same Glasses 2866			<i>0 64</i>		<i>16 90</i>	
2	" " 14 "			<i>2 83</i>		<i>2 64</i>	
1	Barometer, Mercinal			<i>44 47</i>		<i>1 83</i>	
1	Dick Clock			<i>5 00</i>		<i>34 47</i>	
3	Binooculars			<i>34 50</i>		<i>3 00</i>	
1 Box	Braving Instruments			<i>14 50</i>		<i>19 50</i>	
1	Staring Binooculars			<i>107 37</i>		<i>4 50</i>	
1	Signal Lantern, White			<i>7 61</i>		<i>134 37</i>	
1	Old Lantern, Green			<i>16 99</i>		<i>Not stated</i>	
1	" " Red			<i>18 12</i>			
1	Navigation Lamp			<i>1 87</i>			
1	Buys for Lamps			<i>3 79</i>			
1	Barometer, Anemid			<i>8 98</i>		<i>1 79</i>	
1	Exhaust			<i>50 00</i>		<i>Not stated</i>	
	<i>Class 17</i>					<i>49 00</i>	
2	Manhattan Box Lamps			<i>32 00</i>		<i>Not stated</i>	
3	Hand Lanterns			<i>4 59</i>			
3	Standing Lights			<i>16 98</i>			
TOTALS							

Approved:

U. S. N., Commanding.

Received the above articles.

U. S. N.

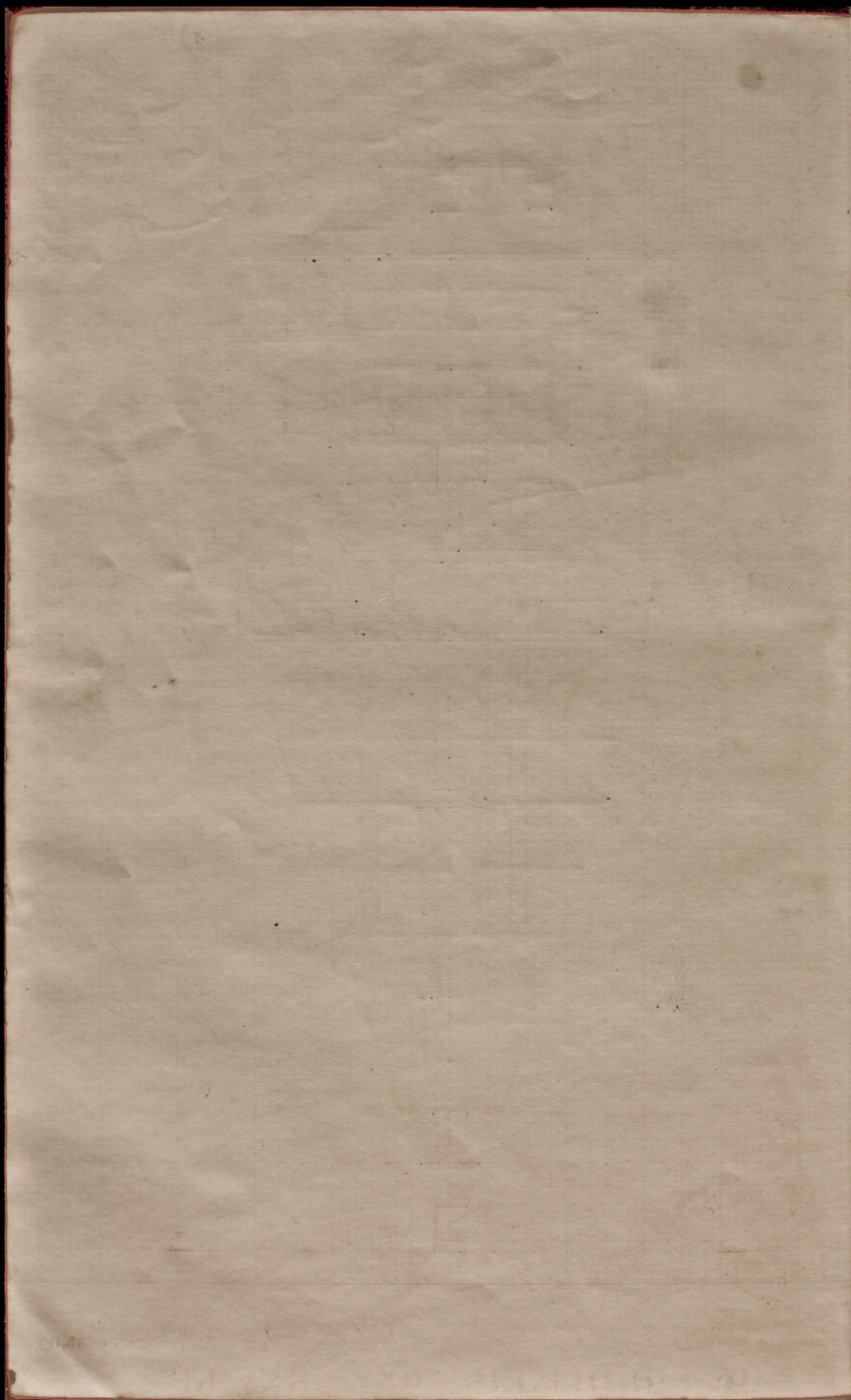
189

U. S. N., General Storekeeper.

Examined and found to be correct.

Ensign U. S. N.

John H. Stewart
Navigator



under the command of *Commander Edward T. Strong,*

, U. S. Navy,

Wednesday, July 14th

, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 a.m.

Stiff to gentle S.E. to W.S.W. breeze - Overcast rising and squally 1st part. A stiff last part. Got out a extra quarter boiler

M. A. Hulme
Lieutenant U.S.N.

From 4 to 8 a.m.

Overcast 1st part. Clearing last part. Gentle to light W.S.W. breeze. Received in Department of supplies and accounts Fresh bread 24 lbs. fresh beef and vegetables 33 lbs each.

M. A. Hulme
Lieutenant U.S.N.

From 8 a.m. to meridian.

Cloudy and pleasant. Light breeze from W.S.W. Turned the following articles into store, 2 Cabin chairs, 2 mugs, 2 digging ladles.

Have yard workmen employed on board as follows - Construction Department, 1 chopper, 1 dresser, 1 helper, 5 carpenters, 3 men Engineering - 1 machinist, 1 boiler maker, 1 pipe fitter, 1 helper, 7 boys. The following men absent without leave - J. W. Hartman, cook, W. K. Kade, and 2 women cook. Received on board 2700 gallons of fresh water.

D. F. Fellows
Ensign U.S.N.

From meridian to 4 P.m.

Cloudy and cool, raining last hour. Light breeze from W.S.W. to variable moderate breeze blowing in squalls. The captain returned from leave. Yard workmen employed on board the same as before with additional of 28 caulkers. Received on board 1 port gunpowder ladles.

D. F. Fellows
Ensign U.S.N.

From 4 to 8 P.m.

Overcast and rising. Light variable breeze to light air from S.E. D. Kelly, fireman 2nd class and C. C. Blom, quartermaster 1st class returned from leave.

D. F. Fellows
Ensign U.S.N.

From 8 P.m. to midnight.

Overcast with occasional lightning, clearing last half of watch. At 8.05 P.m. the U.S.S. Standish arrived at the navy yard and moored alongside of the dock ahead of this vessel.

D. F. Fellows
Ensign U.S.N.

John H. Stewart
Navigator.

Examined and found to be correct.

LOG of the UNITED STATES Ship *Cove*

Third Rate,

Moved to Ordnance Dock, Navy Yard, New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at'd.	Air, dry.	Air, wet.	Shade.	Water at Surface.				
A. M.																		
1				<i>N. E. by E.</i>	<i>S. W.</i>	2					68	67			<i>barn</i>	<i>circum</i>	7	
2				"	"	1					68	67			"	"	7	
3				"	"	1					68	67			"	"	7	
4				"	"	1					68	67			"	"	7	
5				"	<i>Variable</i>	0-1					67	67			"	"	7	
6				"	"	1					67	67			"	"	7	
7				"	<i>West</i>	3					70	68			<i>barn</i>	-	10	
8				"	<i>N. W.</i>	3					73	68			"	-	10	
9				"	"	2					75	70			<i>barn</i>	<i>circum</i>	9	
10				"	"	2					78	71			"	"	8	
11				"	<i>West</i>	2					78	71			"	<i>circum</i>	8	
Noon.				"	"	1					78	73			<i>bc</i>	<i>cum</i>	7	

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon :

Distance made good since preceding noon :

Distance by Log since preceding noon :

Current per hour : miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																		
1				<i>N. E. by E.</i>	<i>West</i>	3					78	72			<i>bc</i>	<i>from</i>	7	
2				"	"	3					80	75			"	"	6	
3				"	"	3					81	75			"	"	5	
4				"	"	3					81	75			"	"	5	
5				"	<i>South</i>	2					80	73			"	"	5	
6				"	<i>S. E.</i>	2					79	72			"	"	5	
7				"	"	2					77	72			"	"	5	
8				"	"	2					78	70			"	<i>circum</i>	7	
9				"	"	1					78	72			"	"	6	
10				"	"	1					72	71			"	<i>circum</i>	7	
11				"	"	1					72	71			"	"	7	
Mid.				"	"	2					72	71			"	"	6	

under the command of *Commander* *Edward T. Strong*, U. S. Navy,
Thursday, July 15th, 1877.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 Am.

Clear, cool and pleasant. Light breeze to light air from S. W.

D. T. Fellom

Ensign U. S. N.

From 4 to 8 Am.

Clear, cool and pleasant. Light air to gentle breeze from West and N. W. Received in Department of supplies and accounts 24 lbs beef, 20 lbs each, fresh beef and vegetables. Liberty party returned. W. W. Madeta, Ward room cook returned from liberty 22 hours sometime.

D. T. Fellom

Ensign U. S. N.

From 8 Am. to midday

Clear. Fair weather. Gentle breeze to light air from N. W. and West. H. Harris apothecary, and E. J. Fure blacksmith returned from leaves of Hartman. Also in absent without leave the following names and workmen employed on board: - 1 machinist, 1 steam fitter, 1 helper, 1 boiler maker, 1 boy, 5 carpenters, 27 caulkers, 3 plumbers, 3 helpers, 1 huller, 1 sparmaker, and 1 helper.

O. P. Jackson

Ensign U. S. N.

From midday to 4 Pm.

Fair and pleasant. Gentle breeze from West. U. S. T. B. Porter came in. The same named your workmen employed as in the previous watch, with the following exceptions: - 12 caulkers, and 5 boys.

O. P. Jackson

Ensign U. S. N.

From 4 to 8 Pm.

Fair, and pleasant. Light breeze from S. E. and South. A. Moore, mess attendant, left the ship on one week's leave of absence.

O. P. Jackson

Ensign U. S. N.

From 8 Pm to midnight

Fair and pleasant. Light air to light breeze from S. E.

O. P. Jackson

Ensign U. S. N.

Examined and found to be correct.

John W. Stewart
Navigator

LOG of the UNITED STATES

Ship *Cove*

Third

Rate,

Moved to Ordnance Dock, navy yard, New-York.

WIND.										BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Fog or Clear Sky, in words.	State of the Sea.
Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Reel.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.						
A. M.																			
1				<i>N. E. by E.</i>	<i>S. E.</i>	1					71	70		<i>bom</i>	<i>from</i>	4			
2				<i>"</i>	<i>"</i>	1					71	70		<i>"</i>	<i>"</i>	4			
3				<i>"</i>	<i>"</i>	1					71	70		<i>"</i>	<i>"</i>	5			
4				<i>"</i>	<i>North</i>	1					71	70		<i>"</i>	<i>"</i>	5			
5				<i>"</i>	<i>South</i>	1					71	70		<i>bom</i>	<i>"</i>	3			
6				<i>"</i>	<i>Variable</i>	1-0					73	71		<i>"</i>	<i>"</i>	2			
7				<i>"</i>	<i>"</i>	1-0					74	73		<i>"</i>	<i>"</i>	3			
8				<i>"</i>	<i>"</i>	1-0					78	75		<i>"</i>	<i>"</i>	4			
9				<i>"</i>	<i>"</i>	1-0					80	74		<i>"</i>	<i>"</i>	4			
10				<i>"</i>	<i>"</i>	1-0					79	75		<i>"</i>	<i>"</i>	2			
11				<i>"</i>	<i>"</i>	1-0					80	75		<i>"</i>	<i>"</i>	2			
Noon.				<i>"</i>	<i>S. E.</i>	2					82	75		<i>bc</i>	<i>"</i>	3			

Position at 8 A. M. { Latitude by
Longitude by{ Latitude by observation
Longitude by observation

Position at noon: { Latitude by D. R.

{ Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set

true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

3 00 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

25 00

"

Coal consumed during the preceding 24 hours,

tons, lbs.

Coal remaining on hand at noon,

42 " 12 60 "

P. M.																		
1				<i>N. E. by E.</i>	<i>South</i>	<i>2</i>					<i>82 75</i>			<i>bom</i>	<i>from</i>	<i>3</i>		
2				<i>"</i>	<i>"</i>	<i>2</i>					<i>82 74</i>			<i>"</i>	<i>"</i>	<i>3</i>		
3				<i>"</i>	<i>"</i>	<i>2</i>					<i>82 74</i>			<i>"</i>	<i>circum</i>	<i>5</i>		
4				<i>"</i>	<i>"</i>	<i>2</i>					<i>82 73</i>			<i>"</i>	<i>"</i>	<i>7</i>		
5				<i>"</i>	<i>"</i>	<i>2</i>					<i>82 73</i>			<i>"</i>	<i>"</i>	<i>7</i>		
6				<i>"</i>	<i>"</i>	<i>2</i>					<i>80 72</i>			<i>"</i>	<i>"</i>	<i>5</i>		
7				<i>"</i>	<i>"</i>	<i>2</i>					<i>79 72</i>			<i>"</i>	<i>"</i>	<i>4</i>		
8				<i>"</i>	<i>"</i>	<i>2</i>					<i>77 71</i>			<i>"</i>	<i>"</i>	<i>5</i>		
9				<i>"</i>	<i>"</i>	<i>1</i>					<i>71 70</i>			<i>"</i>	<i>circum</i>	<i>7</i>		
10				<i>"</i>	<i>"</i>	<i>1</i>					<i>75 72</i>			<i>"</i>	<i>"</i>	<i>8</i>		
11				<i>"</i>	<i>"</i>	<i>1</i>					<i>75 72</i>			<i>"</i>	<i>"</i>	<i>8</i>		
Mid.				<i>"</i>	<i>"</i>	<i>1</i>					<i>74 72</i>			<i>"</i>	<i>"</i>	<i>7</i>		

under the command of

Commander Edward T. Strong

, U. S. Navy,

Friday, July 16th

, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 Am.

Fair and pleasant. Light variable airs.

O. P. Jackson

Ensign E. S. M.

From 4 to 8 Am.

Cloudy and foggy. Calm to light variable airs.

Received in Department of Supplies and accounts the following fresh provisions: - 24 lbs bread, 30 lbs each of fresh beef and vegetables.

O. P. Jackson

Ensign E. S. M.

8 Am. Minis

Fair & pleasant. Calm and light variable airs to light S.E. breeze. Navy Yard workmen engaged on board as follows: - Construction Dept., 2 carpenters, 1 joiner, 3 plumbers, 3 helpers, 1 dockler, 1 oar maker, 1 helper. Eng. Dept.: 1 machinist, 1 steam fitter, 1 helper, 1 boiler maker, 7 boys. Discharged with honorable discharge by reason of expiration of enlistment, Alvin E. Sharp (Ldr). P. Kay (Ldr) returned from leave.

I. M. Nance
Ensign U.S.N.

Minis to 4 P.M.

Fair & pleasant. Light S.E. breeze. Navy Yard workmen engaged on board as in forenoon watch with the addition of 3 joiners and 1 painter in Const. Dept. and the exception of 1 steam fitter and 1 helper in Eng. Dept. L. M. Kelly ^{Ensign} returned from leave.

I. M. Nance
Ensign U.S.N.

4 to 8 P.M.

Fair & pleasant. Navy Yard workmen engaged on board till 5 o'clock as in afternoon watch. Lieut J. W. Stewart and C. Schmitt (R.M. 2c) returned from leave. Sent liberty party ashore.

I. M. Nance
Ensign U.S.N.

From 8 P.M. to midnight

airs.

Fair and pleasant. Light breeze to light southerly

I. M. Nance
Ensign E. S. M.

Examined and found to be correct.

John W. Stewart

Navigator.

LOG of the UNITED STATES

Ship *Essex*

Rate,

Moved to Ordnance Dock, navy yard, New York.

Hour.	Knots.	Tenth.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction and Force of Surface Current.	Direction and Force of Under Current.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water, Surface.	Water, at Depth.					
A. M.																			
1				<i>N. E. by E.</i>	<i>South</i>	<i>1</i>					<i>73 72</i>				<i>ben</i>	<i>cum</i>	<i>4</i>		
2				"	"	<i>1</i>					<i>73 72</i>				"	"	<i>1</i>		
3				"	"	<i>1</i>					<i>72 72</i>				<i>cum</i>	"	<i>0</i>		
4				"	"	<i>1</i>					<i>72 71</i>				"	"	<i>0</i>		
5				"	"	<i>1</i>					<i>73 71</i>				"	"	<i>0</i>		
6				"	<i>Calon</i>	<i>0</i>					<i>73 72</i>				"	"	<i>0</i>		
7				"	<i>South</i>	<i>1</i>					<i>75 73</i>				"	"	<i>0</i>		
8				"	"	<i>1</i>					<i>76 74</i>				<i>ben</i>	"	<i>2</i>		
9				"	"	<i>1</i>					<i>77 76</i>				<i>cum</i>	"	<i>0</i>		
10				"	"	<i>1</i>					<i>79 76</i>				<i>ben</i>	"	<i>1</i>		
11				"	"	<i>1</i>					<i>80 76</i>				"	"	<i>1</i>		
Noon.				"	"	<i>2</i>					<i>80 75</i>				"	"	<i>2</i>		

Position at 8 A. M. { Latitude by
Longitude by

{ Latitude by observation
Longitude by observation

Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																			
1				<i>N. E. by E.</i>	<i>S. E.</i>	<i>1</i>					<i>80 76</i>				<i>ben</i>	<i>cum</i>	<i>1</i>		
2				"	"	<i>1-2</i>					<i>80 75</i>				"	"	<i>2</i>		
3				"	"	<i>2</i>					<i>80 75</i>				"	"	<i>3</i>		
4				"	<i>S. E.</i>	<i>2</i>					<i>81 73</i>				"	"	<i>3</i>		
5				"	"	<i>2-3</i>					<i>79 73</i>				"	"	<i>4</i>		
6				"	"	<i>2</i>					<i>77 73</i>				"	"	<i>4</i>		
7				"	"	<i>2</i>					<i>76 73</i>				"	"	<i>3</i>		
8				"	"	<i>2</i>					<i>76 73</i>				"	"	<i>4</i>		
9				"	"	<i>2</i>					<i>75 72</i>				"	"	<i>3</i>		
10				"	"	<i>2</i>					<i>74 72</i>				"	"	<i>3</i>		
11				"	"	<i>2</i>					<i>74 72</i>				"	"	<i>3</i>		
Mid.				"	"	<i>2</i>					<i>74 72</i>				"	"	<i>2</i>		

under the command of

Commander Edward T. Strong.

, U. S. Navy,

July 17th, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 A.M.

air.

Hazy and cloudy to overcast. Light southerly

L. M. House
Ensign U. S. N.

From 4 to 8 A.M.

Hazy and overcast. Light southerly air and calm.
Executed morning orders. Liberty party returned. Received in Department
of supplies and accounts, fresh provisions as follows:—24 lbs bread and
30 lbs each of beef and vegetables.

L. M. House
Ensign U. S. N.

From 8 A.M. to meridian.

Fair and warm. Light air to light breeze from
South. to E. Bring Comvair and S. Watson mess attendants returned on
board having been discharged from U. S. Naval Hospital at Brooklyn.
Shipped for 3 years general service, to Sharp, Landsman, General Court
martial in session on U. S. F. S. New York. The following men from Navy
yard at work on board. In construction Department:—2 carpenters & joiners
3 plumbers, 3 helpers, 1 sparmaker, 1 helper, 1 Diller, 1 caulker in Steam Engineer-
ing:—1 boiler maker and 6 boys.

J. W. Jordan
Lieutenant U. S. N.

From meridian to 4 P.M.

Fair and warm. Light air to light breeze from
S. E. to S. S. E. The following men from Navy yard at work on board. In
construction:—2 Plumbers, 1 helper, 1 sparmaker, 1 helper, 6 joiners, 1 Diller
2 carpenters. In Steam Engineering:—1 boiler maker and 6 boys. Received on
board in construction Department 32 pieces oak, 1 bedstead and 3 gratings.
General Court martial in session on board U. S. F. S. New York.

J. W. Jordan
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair and pleasant. Light to gentle breeze from S. E. E.

J. W. Jordan
Lieutenant U. S. N.

From 8 P.M. to midnight

Pleasant and hazy. Light breeze from S. E. E.

J. W. Jordan
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart

Navigator

LOG of the UNITED STATES

Ship *Cosca*

Third

Rate,

Approved to Ordnance Dock, navy yard New York

Hour.	Knots.	Tenth.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction and Force of Surface Current.	Direction and Force of Under Current.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at d.	Air, dry.	Air, wet.	Water at Surface.			
A. M.				<i>N. E. by E.</i>	<i>S. S. E.</i>	2					74.72		<i>bcms cum</i>		4	
1				"	"	2					74.72		"	"	4	
2				"	"	2					74.73		"	"	4	
3				"	"	2					73.73		"	"	2	
4				"	"	0-1					74.72		<i>ocm facum</i>		0	
5				"	"	0-1					74.72		"	"	0	
6				"	"	1-2					74.72		"	"	2	
7				"	"	1-3					75.73		<i>ccable mints</i>		0	
8				"	"	1-2					72.72		"	"	0	
9				"	"	1-2					72.72		"	"	0	
10				"	"	1-0					72.72		"	"	0	
11				"	"	1-0					72.72		"	"	0	
Noon.				"	"	1-0					72.72		<i>ocp</i>	"	0	

Position at 8 A. M. { Latitude by

{ Longitude by

{ Latitude by observation

{ Longitude by observation

Position at noon: {

{ Latitude by D. R.

{ Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set

true.

Position at 8 P. M. {

{ Latitude by

{ Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

200 gallons.

Water remaining on hand at noon,

2100 "

Coal consumed during the preceding 24 hours,

tons, — lbs.

Coal remaining on hand at noon,

42 " 460 "

P. M.																	
1			<i>N. E. x E</i>	<i>Calum</i>	0						72.72		<i>ocm mnt</i>		0		
2			"	"	0						72.72		<i>ocdm</i>	"	0		
3			"	<i>Variable</i>	1						72.72		<i>ocm</i>	"	0		
4			"	"	1						74.73		"	"	0		
5			"	"	1						74.72		"	<i>cu. mnt</i>	0		
6			"	<i>S. E.</i>	1						74.72		<i>tcm</i>	"	2		
7			"	"	1						74.72		"	<i>cu. mnt</i>	1		
8			"	"	1						73.72		"	"	1		
9			"	"	1						73.72		"	"	1		
10			"	"	1						73.72		"	"	2		
11			"	<i>N x E</i>	1						72.71		"	"	3		
Mid.			"	"	1						71.70		"	"	1		

under the command of

Commander Edward T. Strong.
July 18th

, U. S. Navy,

, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

From midnight to 4.00 A.M.

Fair and breezy. Light breeze from S.E.

J. R. Jordan.
Lieut. V. J. J.

From 4 to 8.00 A.M.

Overcast, cloudy, fog or haze. Light rains, last of hour
of watch. Calm and light airs to gentle breeze from S.E.

J. R. Jordan.
Lieut. V. J. J.

8 A.M. to Merid:-

Overcast, rain, thunder and lightning, except last hour
when passing showers. Absent without leave J. H. Winteman (Cox)

M. H. Hulse
Lieut. V. J. J.

Merid to 4 P.M.

Overcast rainy & misty 1st three hours, clearing last
hour. Calms and light variable airs. U. S. S. Oriskany
passed down the river at 2.30.

M. H. Hulse
Lieut. V. J. J.

4 to 8 P.M.

Cloudy misty. Light airs from S.E.

M. H. Hulse
Lieut. V. J. J.

8 P.M. to Mid:-

Cloudy misty. Light airs from S.E. to N.E.

M. H. Hulse
Lieut. V. J. J.

Examined and found to be correct.

John W. Stewart

Navigator.

LOG of the UNITED STATES Ship Essex

Moved to Ordnance Dock, Navy Yard, N.Y.

32 Rate,

Hour.	Knots.	Tenth.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prev. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, dry.	Air, wet.	Water at Surface.			
A. M.				N.E. x E	Variable	1-0					72 71		O. C. m. cum		0	
1				"	"	1-0					72 71		"	"	0	
2				"	"	1-0					71 70		"	"	0	
3				"	"	1-0					71 70		"	"	0	
4				"	"	1					71 70		"	"	0	
5				"	"	1					71 70		"	"	0	
6				"	"	1					71 70		"	"	0	
7				"	"	1-0					72 71		O. C. m. cum		1	
8				"	"	1-0					72 71		"	"	1	
9				"	N.E.	1					74 72		"	"	2	
10				"	"	1					76 73		"	"	1	
11				"	North	1					76 73		acon	"	0	
Noon.				"	"	1					76 73		"	"	0	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water Received during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.				N.E. x E.	N.W. E.	1					76 74		comp cum. cum. 0		0	
1				"	"	1					74 74		"	"	0	
2				"	S. E. E.	1					75 75		"	"	0	
3				"	"	1					75 74		"	"	0	
4				"	"	1					74 73		"	"	0	
5				"	"	1					74 73		"	"	0	
6				"	"	1					74 73		"	"	0	
7				"	"	1					74 73		com act. cum. cum. 1		1	
8				"	"	0-1					74 73		"	"	2	
9				"	Variable	1-0					73 72		"	"	6	
10				"	"	1-0					73 72		"	"	5	
11				"	S. E. E.	1-2					73 72		"	"	6	
Mid.				"	"	1-2					73 72		"	"	3	

under the command of

E. J. Strong
19 July

Comdr , U. S. Navy,
1877.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Mid to 4 Am.

Overcast & misty. Light variable air.

W. H. Hulse
Lieut. J. H. Hulse

4 to 8 Am.

Generally overcast. Light variable air. Recd. in Dept. of St. A. 24 lbs fresh bread and 30 lbs each fresh beef & vegetables.

W. H. Hulse
Lieut. J. H. Hulse

From 8 Am to meridian

Cloudy to overcast and heavy. Light air from N. E. to North. Navy yard workmen engaged on board the following: Construction Department 6 men, 1 plumber, 1 cooper, 1 helper, 1 driller, Engineering Department 1 boiler maker, 6 boys. Received from yard 112 gallons of fresh water.

L. M. Namee
Ensign U. S. N.

Meridian to 4.00 Pm

Overcast and cloudy with passing showers. Light air from S. E. and S. S. E. Navy yard workmen engaged on board the same as in forenoon watch. The U. S. Helena left the yard and after saluting Commander's flag with 11 guns, started down the East River. The salute was returned from the saluting battery on the dock.

L. M. Namee
Ensign U. S. N.

From 4 to 8 Pm

Overcast to cloudy. Light air from S. S. E. Navy yard workmen engaged on board until 5.00 o'clock as in afternoon watch.

L. M. Namee
Ensign U. S. N.

From 8 Pm to midnight

Cloudy and heavy. Calm to light breeze from S. S. E.

L. M. Namee
Ensign U. S. N.

Examined and found to be correct.

John W. Stewart
Navigator.

LOG of the UNITED STATES

Ship *Essex*

Third Rate,

Moved to Ordnance Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1				N. E. by E.	S. E.	1					73 72			bom	accum	2		
2				"	"	1					73 72			"	"	2		
3				"	"	1					73 72			ocmf	"	0		
4				"	Calm	0					73 72			"	gls	0		
5				"	"	0					73 72			"	"	0		
6				"	"	0					73 72			"	"	0		
7				"	"	0					73 72			"	"	0		
8				"	"	0					74 73			bom	"	2		
9				"	S. E.	1					75 73			"	accum	2		
10				"	"	2					76 74			"	"	1		
11				"	"	2					77 74			"	"	1		
Noon.				"	"	2					77 74			ocm	"	0		
Tanned in for repairs																		

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

0 1 "
0 1 "
0 1 "
0 1 "
0 1 "
0 1 "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

0 1 "
0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

2 00 gallons.

Water ~~expended~~ during the preceding 24 hours,

2 00 "

Coal consumed during the preceding 24 hours,

tons, 460 lbs.

Coal remaining on hand at noon,

42 "

P. M.																		
1				<i>N. W.</i>	<i>South</i>	<i>2</i>					<i>77 74</i>			<i>ocm</i>	<i>accum</i>	<i>0</i>		
2				"	"	<i>2</i>					<i>77 75</i>			<i>ocm</i>	<i>accum</i>	<i>0</i>		
3				"	"	<i>2</i>					<i>76 74</i>			"	"	<i>0</i>		
4				"	"	<i>1</i>					<i>75 74</i>			"	"	<i>0</i>		
5				"	<i>S. W.</i>	<i>1</i>					<i>75 74</i>			<i>b</i>	<i>accum</i>	<i>4</i>		
6				"	"	<i>1</i>					<i>75 74</i>			"	"	<i>3</i>		
7				"	"	<i>1</i>					<i>75 74</i>			"	"	<i>3</i>		
8				"	"	<i>1</i>					<i>74 73</i>			<i>ocm</i>	<i>accum</i>	<i>0</i>		
9				"	"	<i>1</i>					<i>73 72</i>			<i>ocm</i>	"	<i>0</i>		
10				"	"	<i>2</i>					<i>72 71</i>			"	"	<i>0</i>		
11				"	"	<i>2</i>					<i>71 71</i>			"	<i>nimb.</i>	<i>0</i>		
Mid.				"	"	<i>2</i>					<i>71 71</i>			"	"	<i>0</i>		

under the command of *Commander Edward T. Strong*
July 20th

, U. S. Navy,
, 18 97.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4.00 Am.

Cloudy and overcast and foggy. Light air from S.E. to Calm.

L. M. Neme
Ensign U.S.N.

From 4 Am. to 8.00 Am.

Overcast and foggy. Calm. Received in Department of Supplies and accounts Wash provisions as follows:— 24 lbs bread. 30 lbs each beef and vegetables.

L. M. Neme.
Ensign U.S.N.

From 8 Am. to meridian.

Overcast and misty. Light air to light breeze from S.E. At 10.30 "Annapolis" left the dry dock. At 11.00 Detachment in dry dock. At 11.30 Unmoored and left ordnance dock in tow of tugs "Anarchid" and "Lewis Pulver". J. W. Hansen, Coxswain absent without leave. The following yardmen at work on board. Construction Department, 2 carpenters, 1 joiner, 1 chipper, and 2 sheet iron workers. Engineering Department, 1 machinist, 1 boiler maker, and 6 boys.

O. T. Jackson
Ensign U.S.N.

From meridian to 4.00 Pm.

Overcast, light drizzling and rain the last three hours. Light breeze from South. At 12.30 Discharged tugs and moved to dock aboast building no. 17. At 2.00 U.S.S. "Annapolis" went in commission. Flame yardmen at work as in forenoon watch. Spared 21, - 2102 \$86 Pm boxes, 523 6 Pm Cartridges, cases, 111 Ammunition boxes, and 111 Cartridge cases.

O. T. Jackson
Ensign U.S.N.

From 4 to 8.00 Pm.

Overcast, drizzling and rain the last hour. Light S.W. by: air.

O. T. Jackson
Ensign U.S.N.

From 8 Pm to midnight.

Overcast and rainy. Light S.W. by: hours.

O. T. Jackson
Ensign U.S.N.

Examined and found to be correct.

John W. Stewart

Navigator.

Moved to Navy Yard Dock, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.															
1				<i>N.W.</i>	<i>S.W.</i>	1				71	71	<i>overcast mist</i>		0	
2				"	"	1				71	71	"	"	0	
3				"	"	1				71	71	"	"	0	
4				"	"	1				71	71	<i>overcast</i>	"	0	
5				"	"	1				71	71	"	"	0	
6				"	"	1				70	70	<i>low cumulus</i>		1	
7				"	"	1				71	71	<i>overcast cumulus</i>		0	
8				"	"	1				71	71	"	"	0	
9				"	"	1				73	72	<i>overcast</i>	"	0	
10				"	<i>Variable</i>	1-2				75	74	<i>low cumulus</i>	"	2	
11				"	"	2				77	75	"	<i>cumulus</i>	4	
Noon.				"	<i>South</i>	2				77	74	"	"	3	

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water ——— during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.															
1				<i>N.W.</i>	<i>S. S. W.</i>	2				74	73	<i>overcast cumulus</i>		0	
2				"	<i>South</i>	2				74	73	<i>overcast</i>	"	0	
3				"	"	2				74	73	"	"	0	
4				"	"	2				73	73	<i>overcast cumulus</i>	"	0	
5				"	"	2				74	73	<i>low cumulus</i>	"	2	
6				"	"	2-3				74	73	"	"	2	
7				"	"	3				74	73	"	"	2	
8				"	"	3				74	73	<i>overcast</i>	"	0	
9				"	"	2				74	73	<i>overcast</i>	"	0	
10				"	"	2				74	73	<i>overcast</i>	"	0	
11				"	"	2				74	73	"	"	0	
Mid.				"	"	2				74	73	"	"	0	

under the command of *Commander Edward T. Hong*
July 21.

, U. S. Navy,
, 18 97.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4.00 A.M.

Overcast and rainy. Light S.W. breeze.
O.P. Jackson,
Ensign U.S.N.

From 4 to 8.00 A.M.

Overcast and misty; raining at intervals. Light S.W. breeze. Received in Department of supplies and accounts, the following fresh provisions:—24 lbs bread, 30 lbs each of beef and vegetable.
O.P. Jackson,
Ensign U.S.N.

From 8 A.M. to meridian.

Overcast and misty. Light variable breeze. Received in Equipment Department the following stores:—25 table cloths, 126 napkins, 72 doilies, 84 glass towels. Navy Yard workmen on board as follows:—2 carpenters, 7 joiners, 2 sheet iron workers, 1 boiler maker, 6 boys. J. W. Watson, Coxswain, absent without leave.
D.H. Ellson,
Ensign U.S.N.

From meridian to 4.00 P.M.

Overcast and raining. Light breeze from South. Navy Yard workmen on board as follows:—4 carpenters, 5 joiners, 2 sheet iron workers, 1 plumber, 1 helper, 1 steam maker, 1 boiler maker, 6 boys. T. J. Wells, m. at a first class went on 7 days leave of absence.
D.H. Ellson,
Ensign U.S.N.

From 4.00 P.M. to 8.00 P.M.

Overcast and misty; raining the first hour. Light to gentle breeze from South. Transferred to U.S.N. R.C. Vermont, R. J. Duffy. Obituaries made first class, and C. J. Sprengel, etc.
D.H. Ellson,
Ensign U.S.N.

From 8.00 P.M. to midnight.

Overcast and misty; lightning the first hour. Light breeze from South.
D.H. Ellson,
Ensign U.S.N.

Examined and found to be correct.

John H. Stewart
Master - Navigator.

LOG of the UNITED STATES

Ship *Casco*

Third

Rate,

Moor'd to Navy Yard Dock, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. or Clear Sky, in fobs.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 0.	Air.	Sea.	Wet Bulb.	Water at Surface.				
A. M.				<i>N.W.</i>	<i>South.</i>	2				74	73			<i>acmd</i>	<i>cur.com</i>	0	
1				"	"	2				74	73			"	"	0	
2				"	"	2				74	73			<i>ben</i>	"	2	
3				"	"	2				74	73			<i>acmd</i>	"	0	
4				"	"	2-3				74	73			<i>acmp.</i>	"	0	
5				"	"	2				74	73			<i>acm</i>	"	0	
6				"	"	1				73	73			"	"	0	
7				"	"	1				73	73			"	"	0	
8				"	"	1-0				73	73			"	"	0	
9				"	"	1				73	73			"	"	0	
10				"	"	1				73	73			"	"	0	
11				"	"	1				73	73			"	"	0	
Noon.				"	<i>S.W. by S.</i>	1				75	74			<i>ben</i>	"	2	

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

0 1 "
0 1 "
0 1 "
0 1 "
0 1 "
0 1 "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

0 1 "
0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

100 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

2500

Coal consumed during the preceding 24 hours,

tons, 800 lbs.

Coal remaining on hand at noon,

41 " 1440 "

P. M.																	
1				<i>N.W.</i>	<i>S.W. by S.</i>	1				78	75			<i>ben</i>	<i>cur.com</i>	5	
2				"	"	1				81	77			"	"	5	
3				"	<i>West</i>	2				85	79			"	"	4	
4				"	"	2-3				86	76			"	"	5	
5				"	"	2				87	77			"	"	8	
6				"	"	2				86	76			<i>ben</i>	—	10	
7				"	<i>S.W.</i>	1				83	76			<i>ben</i>	<i>cur.com</i>	8	
8				"	"	1				80	75			"	"	7	
9				"	"	1				79	76			"	"	8	
10				"	"	2				78	75			"	"	8	
11				"	"	2				77	75			<i>b.</i>	—	10	
Mid.				"	"	2				77	74			"	—	10	

under the command of *Commander Edward T. Strong*, U. S. Navy,
July 22, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4.00 Am.

Overcast and drizzling. Light breeze from South.
D. H. Miller
Ensign U. S. N.

From 4 to 8.00 Am.

Overcast and raining. Light breeze to light airs from South. Received in Department of Supplies and accounts 22 lbs of bread and 30 lbs each of beef and vegetables. Liberty party returned. All Moore mess attendant returned from leave.

D. H. Miller
Ensign U. S. N.

From 8.00 Am. to midday

Overcast, cloudy and rainy; first part of watch clearing latter part. Light airs from South to S. W. by S. Put out spur shore from fore chains. The following navy yard workmen at work on board: In construction Department, 4 carpenters, 6 joiners, 2 plumbers, 2 helpers, 1 sheetiron worker, 1 sparker. For steam Engineering, 1 boiler maker, and 6 boys.

J. M. Jordan,
Lieutenant U. S. N.

From midday to 4.00 Pm.

Pleasant and breezy. Light airs to gentle breeze from S. W. by E. to West. Crew at work unreeving old and reeving rigging and reeving off new. Received on board in Department of equipment 2 masts, 12 main dets, 4 boat falls. Turned into store condemned gear for junk 1739 lbs Received from U. S. R. S. T. M. of Dahlgren, Goodwin with bag, hammock, and necessary papers. Sailmakers at work on board from navy yard as during forenoon, and 2 sailmakers.

J. M. Jordan,
Lieutenant U. S. N.

From 4.00 to 8.00 Pm.

Pleasant and breezy. Light airs to light breeze from West to S. W. Same navy yard workmen at work on board until 5.00 Pm, as during afternoon.

J. M. Jordan,
Lieutenant U. S. N.

From 8 Pm to midnight.

Pleasant and breezy; first part of watch clear latter part. Light airs to light breeze from S. W.

J. M. Jordan
Lieutenant U. S. N.

Examined and found to be correct.

John H. Stewart
Navigator.

LOG of the UNITED STATES

Ship *Essex*

Third

Rate,

Moved to Navy Yard Dock, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Wind, by symbols.	Direction of Surface Current, by symbols.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.						
A. M.																		
1				N.W.	S.W.	2				76 73			b.	none	10			
2				"	"	2				75 73			"	"	10			
3				"	W.S.W.	2				75 73			bc.	cumul.	9			
4				"	"	2				74 73			"	cumul.	8			
5				"	"	2				74 73			bc.	cumul.	8			
6				"	"	2				74 73			"	"	6			
7				"	"	2				75 74			"	"	5			
8				"	"	2				76 75			"	"	1			
9				"	"	2				78 75			"	"	1			
10				"	S.W.	2				79 76			"	"	3			
11				"	"	2				82 78			"	"	4			
Noon.				"	"	2				84 78			"	"	4			

Position at 8 A. M. { Latitude by
Longitude by
Latitude by observation
Longitude by observation
Position at noon: { Latitude by D. R.
Longitude by D. R.

0 1 "
0 1 "
0 1 "
0 1 "
0 1 "
0 1 "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

0 1 "
0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

100 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

2400

Coal consumed during the preceding 24 hours,

tons, lbs.

Coal remaining on hand at noon,

"

P. M.																	
1				<i>N.W.</i>	<i>S.W.</i>	2				87 79			<i>bc.</i>	<i>few</i>	6		
2				"	<i>South</i>	2-3				86 81			"	"	7		
3				"	"	2				85 80			"	<i>cumul.</i>	4		
4				"	<i>N.W.</i>	2-6				82 79			<i>bc.</i>	<i>cumul.</i>	0		
5				"	"	2-4				70 70			"	"	0		
6				"	"	2				71 70			<i>bc.</i>	"	0		
7				"	"	1				71 70			"	"	0		
8				"	<i>Calon</i>	0				71 70			<i>bc.</i>	<i>cumul.</i>	0		
9				"	<i>West</i>	1				70 69			<i>bc.</i>	"	0		
10				"	"	1				70 69			"	"	0		
11				"	"	1				70 69			<i>bc.</i>	"	3		
Mid.				"	"	1				70 69			"	"	3		

under the command of *Commander Edward T. Strong.*
July 23

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

From midnight to 4.00 am.

Clear and pleasant. Light breeze from S.W. to W.W.
J. M. Jordan,
Lieutenant U. S. N.

From 4.00 to 8.00 am.

Pleasant and hazy. Light breeze from W. S. W. Torpedo boat Porter left the navy yard and steamed out of East River. Received on board in Department of Supplies and accounts, 22 lbs bread and 27 1/2 lbs each fresh beef and vegetables.

J. M. Jordan
Lieutenant U. S. N.

From 8.00 am to meridian.

Cloudy. Gentle breeze from W. S. W. to S. W. Received in equipment, 2 main topsails, 10 lines, 1 main topmast staysail, downhaul, 1 topsail halliards, 2 after guys for lower boom, 2 first topmast staysail sheet whips, 2 main topgallant sheets, 1 job halliards, 3 boat topping left falls, 2 main tacks, 2 main sheets, 2 fore sheets, 2 main topsails lifts, 2 1/2 boat gages, 1 main topsail runner, 2 fore topsail sheets, 2 fore topsails buntlines, 1 fore topsail buntwhip, 4 waist boat falls, 2 fore tacks. Rove off the above mentioned rigging. Navy yard workmen employed on board in construction Department: Carpenter, 6, joiners, 1, plumber, 1, helper, 1, sparsmaker, 1, helper. In engineering Department: 1 machinist, 1 boiler maker, 6 boys. J. W. Hansen, Coxswain absent without leave.

M. H. Hulme
Lieutenant U. S. N.

From meridian to 4.00 pm.

Clear first part. Overcast, rain, thunder and lightning with occasional heavy squalls last hour. Light Southwesterly breeze shifting to strong North Westerly breeze during thunder squall. Navy yard workmen in construction Department some at forenoon in engineering Department. One machinist, 1 boiler maker, and 5 boys U. S. N. Breeze left yard at 2.00 pm. and U. S. N. Porter at 1.45 pm. and pumped out bilges.

M. H. Hulme
Lieutenant U. S. N.

From 4 to 8.00 pm. Overcast, thunder, lightning and rain in squalls. Moderate N. W. breeze to calm. Got out extra chair for quarter masting. At 4.55 U. S. N. Torpedo boat Porter returned at 4.45. Received from U. S. N. Armament, 1 Miller, 1, the O'Brien, 1, Conroy, 1, Spencer, all landmen, and 4 J. Sullivan, 1, navy yard workmen same as afternoon watch.

M. H. Hulme
Lieutenant U. S. N.

From 8.00 pm to midnight. Overcast with thunder and lightning first half cloudy last half. Light air from the West.

M. H. Hulme
Lieutenant U. S. N.

Examined and found to be correct.

John W. Brewster
Lieut. Navigator.

Moved to navy yard dock, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prep. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at d.	Air, by Bulb.	Wet Bulb.	Water at Surface.					
A. M.																		
1				N.W.	West	1					70	69		bc.	cm. sh.		7	
2				"	"	1					70	70		"	"		7	
3				"	"	1					71	70		"	"		8	
4				"	"	1					71	70		"	"		8	
5				"	"	1					70	68		"	"		7	
6				"	S.W.	2					69	67		"	"		6	
7				"	"	2					70	68		"	"		5	
8				"	W. S. W.	2					70	68		"	"		6	
9				"	West	2					74	69		"	"		3	
10				"	"	2					75	70		"	"		2	
11				"	"	2					76	71		"	"		1	
Noon.				"	W. N. W.	2					76	71		"	"		1	

Position at 8 A. M. { Latitude by
Longitude by

0 1 "

0 1 "

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

0 1 "

0 1 "

0 1 "

0 1 "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

0 1 "

0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

2000

"

Coal consumed during the preceding 24 hours,

tons, 800 lbs.

Coal remaining on hand at noon,

41 " 460

"

P. M.																		
1				N.W.	W. N. W.	2					77 71			bc.	fewer	1		
2				"	"	2					77 72			bc.	fewer	1		
3				"	"	2					76 72			"	"	1		
4				"	"	2					75 72			bc.	fewer	1		
5				"	"	2-3					74 72			bc.	fewer	3		
6				"	"	2					74 72			"	"	1		
7				"	"	1					74 72			bc.	fewer	2		
8				"	"	1					74 72			"	"	1		
9				"	"	1					73 72			bc.	fewer	0		
10				"	"	2					73 72			bc.	fewer	0		
11				"	"	2					73 72			bc.	fewer	2		
Mid.				"	"	2					73 72			"	"	5		

under the command of *Commander Edward T. Strong*
July 24

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4.00 am.

Clear, Light breeze from the West.

M. Hulse

Lieutenant U. S. N.

From 4 to 8.00 Am.

Clear to fair, Light breeze to light breeze from West to W. S. W. Executed morning orders. U. S. S. Porter left the yard

M. Hulse

Lieutenant U. S. N.

From 8 am. to Meridian

Cloudy and pleasant. Light breeze from West to W. S. W. Received in Department of Supplies and accounts fresh provisions as follows: - 24 lbs bread and 27 1/2 lbs each of beef and vegetables. Navy Yard workmen engaged on board as follows: Construction Department, 6 carpenters, 6 joiners, 1 plumber, 1 helper, 1 rigger, 1 sparmaker, 1 helper. Engineering Department, 2 boiler makers, and 6 boys.

L. M. Namer

Ensign U. S. N.

From Meridian to 4.00 Pm.

Cloudy with passing showers. Light breeze from W. S. W. Navy Yard workmen engaged on board, same as in forenoon watch.

L. M. Namer

Ensign U. S. N.

From 4 to 8.00 Pm.

Cloudy with passing showers. Gentle breeze to light breeze from W. S. W. Navy Yard workmen engaged on board, same as in afternoon watch.

L. M. Namer

Ensign U. S. N.

From 8 Pm to Midnight

Cloudy and raining. Light breeze to light breeze from W. S. W.

L. M. Namer

Ensign U. S. N.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Moored to navy yard Dock, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Gale, by symbols.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1				N.W.	N.W. by W.	2					72 71			bc.	scum.		6	
2				"	"	2					71 70			"	"		4	
3				"	"	2					71 70			"	"		7	
4				"	"	2					71 69			"	"		8	
5				"	"	2					71 70			"	"		8	
6				"	"	1					71 70			"	"		9	
7				"	"	1					73 71			"	"		8	
8				"	"	1					75 73			"	"		6	
9				"	"	1					78 74			"	"		5	
10				"	"	1					80 75			"	"		4	
11				"	"	2					81 76			"	"		4	
Noon.				"	"	2					83 76			"	"		3	
Changed in for repairs.																		

Position at 8 A. M. { Latitude by

Longitude by

Latitude by observation

Longitude by observation

Position at noon: { Latitude by D. R.

Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by

Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

300

gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1700

"

Coal consumed during the preceding 24 hours,

tons,

lbs.

Coal remaining on hand at noon,

41 " 460 "

P. M.																		
1				N.W.	West	1					86 77			bc.	scum.	3		
2				"	"	1					84 76			"	"	2		
3				"	N.W. by W.	1-2					84 77			bc.	scum.	2		
4				"	"	1-2					84 77			"	"	4		
5				"	N.E.	1-2					81 77			"	"	5		
6				"	"	1-2					81 77			"	"	2		
7				"	North.	1					81 76			"	"	2		
8				"	"	1					79 76			"	"	2		
9				"	"	1-2					78 76			"	"	2		
10				"	"	2					78 76			bc.	"	2		
11				"	"	2					76 74			"	"	2		
Mid.				"	"	2					74 72			"	scum.	2		

under the command of *Commander Edward T. Hoag*, U. S. Navy,
July 25, 1877.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4.00 am.

Fair and pleasant. Light breeze from N. N. W.

L. M. Name
Ensign U. S. N.

From 4 to 8.00 am.

Fair and pleasant, light breeze. Light W. N. W. westerly air. Received in Department of supplies and accounts the fresh provisions as follows: - 29 lbs bread 33 3/4 lbs each of beef and vegetables.

L. M. Name
Ensign U. S. N.

From 8.00 am to meridian

Cloudy and pleasant. Light airs to light breeze from N. N. W. Ensign G. W. Williams, U. S. N. reported for duty. On board as relief of Ensign L. M. Name, U. S. N., detached and granted two months leave of absence. J. W. Tanen command absent without leave.

O. P. Jackson
Ensign U. S. N.

From meridian to 4.00 pm.

Cloudy and warm. Light airs to light breeze from N. N. W. and West. U. S. N. Puritan left the port and started down the East River.

O. P. Jackson
Ensign U. S. N.

From 8.00 pm to midnight.

Cloudy and pleasant. Light airs to light breeze from North. G. Conroy (Co) takes without leave, leaving left the ship with a visiting party and failing to return.

O. P. Jackson
Ensign U. S. N.

From 4.00 to 8.00 pm.

Cloudy and pleasant. Light airs to light breeze from north and N. E. The U. S. S. Puritan left the port and started down the East River.

O. P. Jackson
Ensign U. S. N.

Examined and found to be correct.

John H. Stewart
Lieut. Navigator.

LOG of the UNITED STATES Ship Essex

Thurs Rate,

Moved to Navy Yard Dock, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Height of Clouds, by symbols.	Direction and Force of Surface Current.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.					
A. M.																	
1				N.W.	East	2-4					75 70		oc.	cum.	0		
2				"	E. N. E.	2-4					76 70		"	"	0		
3				"	"	2					73 70		ocmd	"	0		
4				"	"	2-3					70 69		"	"	0		
5				"	"	2-3					68 67		"	"	0		
6				"	"	2-3					67 66		oc.	"	0		
7				"	"	2-3					66 65		ocmd	cum.	0		
8				"	"	2-3					66 65		ocmd	"	0		
9				"	N.E.	2-3					66 65		"	"	0		
10				"	"	2-3					65 64		"	"	0		
11				"	East	2-3					65 65		"	"	0		
Noon.				"	"	2-3					66 65		"	"	0		

Position at 8 A. M. { Latitude by
Longitude by

{ Latitude by observation
Longitude by observation

Position at noon: { Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																	
1				N.W.	East	2					66 65		ocmd	cum.	0		
2				"	"	2					67 66		"	"	0		
3				"	"	2					67 66		"	"	0		
4				"	"	2					67 66		"	"	0		
5				"	"	2					67 66		"	"	0		
6				"	"	2					67 66		"	"	0		
7				"	"	2					67 66		"	"	0		
8				"	"	2					67 65		ocmd	"	1		
9				"	"	2					66 65		"	"	1		
10				"	"	2					65 64		ocmd	"	0		
11				"	"	2					65 64		"	cum.	0		
Mid.				"	"	2-3					64 63		"	"	0		
				"	"	2					64 63		"	"	0		

Turned in for repair.

under the command of *Commander Edward T. Strong*, U.S.Navy,

July 26, 1897

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Commences and until 4 A.M.

Light to moderate....

From 4.00 to 8.00 A.M.

gentle breeze from....

accounts, fresh....

and vegetables.

From 8.00 A.M. to Merid.

N. E and East....

boilermaker, 6....

er. Absent without....

From Merid. to 4.00 P.M.

At 12.45. the....

of 13 guns, w....

battery: nav....

boilermaker....

on board, 1 f....

Transferred....

Mooney Bo....

From 4.00 to 8.00 P.M.

yard workman....

From 8 P.M. to Mid.

T
e
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Examined and found to be correct.

LOG of the UNITED STATES *Ship Essex**Third* Rate,*Arrived to navy yard dock, New York.*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction and Force of Surface Current.	Direction and Force of Under Current.	State of the Sea.
					Direction by Standard Compass.	Fores.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.						
A. M.																			
1				<i>N.W.</i>	<i>East</i>	2					63	62			<i>overcast</i>				10
2				"	"	2					64	62			"	"			0
3				"	"	2					64	62			"	"			0
4				"	"	2					64	62			"	"			0
5				"	"	2					64	63			"	"			0
6				"	"	2					64	63			"	"			0
7				"	"	2					65	64			"	"			0
8				"	"	2					65	64			"	"			0
9				"	"	2					66	63			"	"			0
10				"	"	2					66	64			<i>scd</i>	<i>cum.</i>			0
11				"	"	2					66	64			"	"			0
Noon.				"	"	2					66	64			<i>over.</i>	"			0

Position at 8 A. M. { Latitude by
Longitude byPosition at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																			
1				<i>N.W.</i>	<i>E. S. E.</i>	2-5					64	64			<i>overcast</i>				0
2				"	<i>East</i>	2-5					64	64			"	"			0
3				"	"	2-5					64	64			"	"			0
4				"	"	2-5					64	64			"	"			0
5				"	"	2-4					66	65	64		<i>scd</i>	"			0
6				"	"	2-4					66	65	64		<i>overcast</i>	"			0
7				"	"	2-3					66	64	64		"	"			0
8				"	"	3					66	64	64		<i>overcast</i>	"			0
9				"	"	3					66	64	64		"	"			0
10				"	<i>E. N. E.</i>	3-4					66	63	63		"	"			0
11				"	"	3-5					66	63	63		"	"			0
Mid.				"	"	3-5					66	63	63		<i>overcast</i>	"			0

under the command of

Commander Edward T. Moxey
July 27

, U. S. Navy,
, 18 97 .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4.00 am

Breese.

Overcast and misty. Light Easterly
 D. H. Williams
 Ensign U. S. N.

From 4.00 to 8.00 am.

Overcast and misty. Light breeze from East & received in Department of Supplies and Accounts 30 bbls of bread, and 27 bbls each of beef and vegetables. At 7.55 A.M. S. S. Indiana left the yard. Liberty party returned.

D. F. Felt
Ensign 26. S. N.

From 8.00 am. to meridian.

Overcast and cloudy, drizzling raining latter part of watch. Light breeze from East. Received on board from torpedo boat "Cushing" 4 Lt. Ellsworth boatwains mate 1st class with necessary papers, bright Hammock, and from Lt. S. S. Maines 1st Lieut. Lewis gunboats mate 1st class with same. The Lt. S. S. Cincinnati, shifted her berth from cockpit west side Wallabout. The following men at work on board, in Construction Department: - 11 joiners, 6 carpenters, 1 plumber, 1 helper, 1 Steam Engineering, 1 boiler maker and 2 helpers. Rear admiral McCord Lt. S. M. and Pay Lieutenant visited the ship.

P. H. Jordan.

J. M. Jordan,
Lieutenant U. S. N.

From Meridian to 4.00 Pm

from Mexican No 4.50 Con.
 Cast, cloudy and raining. Light to stiff
 breeze from E. S. E. to East. Received on board a navigation depart-
 ment, 3 Thermometers, 8 log chips and plugs, 2 boat compasses, 8 pair
 binoculars, 4 glasses (officer's deck), 2, 1/4 second glasses, 2, 28 second glasses,
 1. Aneroid barometer, 1/2 lb. Chinthe tape, 2 speaking trumpets, 1 navigating
 lamp, 1 blue log, 1/2 frail, 200 feet line, 1 hand and lead, 1 coil log line, 1 pair
 pliers, 2 parallel rulers, 4, 5 lb. leads, 1, 14 lb. lead, 1 sextant, 600 drawings
 instruments, 1 oil pail, 5 tins lead lining, 2 side light brackets, 1 side light
 green, 1 do. red, 1 dock clock. The same men at work on board in construction of Steam
 Engineering as during forenoon.

J. M. Jordan
 Lieutenant U. S. N.

J. N. Jordan
Lieutenant U. S. N.

From 4.00 to 8.00 Pm. Overcast, cloudy, misty, and raining. Light to gentle breeze with moderate squalls from East. Barometer falling then rising. Bird on base from 26.4.2. Vermont. C. Y. Bonville (C. Y. Brown (C. M. 2. C.)) Ray, P. (C. M. 2. C.)) and Martin. Talherberg, Vermont. J. K. Jordan Lieutenant 26.4.2.

From 11:00 P.M. to midnight. Overcast, cloudy, misty, and rainy. Gentle breeze with moderate to stiff squalls from East to S.W. & E. Barometer 29.8.

Examined and found to be correct.

J. N. Jordan
Lieutenant U. S. N.

John A. Stewart
Navigator.

Navigator

LOG of the UNITED STATES *Ship Euse**Third* Rate,*Moved to navy yard dock, New York.*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forme of Clouds, by symbols.	Prop. of Glass, say, in fathoms.	State of the Sea.
					Direction by Standard Compass.	Force.			(a) Height in inches.	Ther. attd.	Air, Dry Bulb.	Air, Wet Bulb.	Water Surface.			
A. M.									<i>0.18</i>							
1				<i>N.W.</i>	<i>E. N. E.</i>	3-4			30.10	65	64	63	<i>ocmg</i>	<i>cum</i>	0	
2				"	"	3-4			30.08	65	64	63	"	"	0	
3				"	"	3			30.06	65	64	63	"	"	0	
4				"	"	3			30.06	65	64	63	"	"	0	
5				"	"	3			30.06	65	64	64	"	"	0	
6				"	"	3-4			30.06	66	64	64	"	"	0	
7				"	"	3-4			30.08	66	64	63	"	"	0	
8				"	<i>East</i>	3-4			30.08	66	64	63	"	"	0	
9				"	"	2-3			30.08	66	65	64	"	"	0	
10				"	"	2-3			30.08	67	66	65	"	"	0	
11				"	"	3			30.08	67	66	65	<i>ocmd</i>	"	0	
Noon.				"	"	3			30.10	67	66	65	"	"	0	

Position at 8 A. M. { Latitude by
Longitude by

0 1 "

0 1 "

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

0 1 "

0 1 "

0 1 "

0 1 "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

0 1 "

0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

150 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

1150 "

Coal consumed during the preceding 24 hours,

tons, lbs.

Coal remaining on hand at noon,

" "

P. M.																
1				<i>N.W.</i>	<i>East</i>	3			30.07	68	71	71	<i>ocmd</i>	<i>cum</i>	0	
2				"	"	3			30.07	68	71	71	"	"	0	
3				"	"	3			30.03	68	71	71	"	"	0	
4				"	"	3			30.03	68	67	67	"	"	0	
5				<i>N. by W.</i>	"	3			30.05	68	68	68	<i>ocmd</i>	<i>cum</i>	0	
6				"	"	3			30.05	68	68	68	"	"	0	
7				"	<i>N. by W.</i>	2			30.05	69	67	67	"	"	0	
8				"	"	2			30.05	69	67	67	<i>ocmd</i>	"	0	
9				"	"	2			30.05	69	67	67	"	"	0	
10				"	"	2			30.04	68	66	66	"	"	0	
11				"	<i>N. E.</i>	3			30.03	67	65	65	"	"	0	
Mid.				"	"	3			30.03	67	64	64	"	"	0	

Things from General Storekeeper.

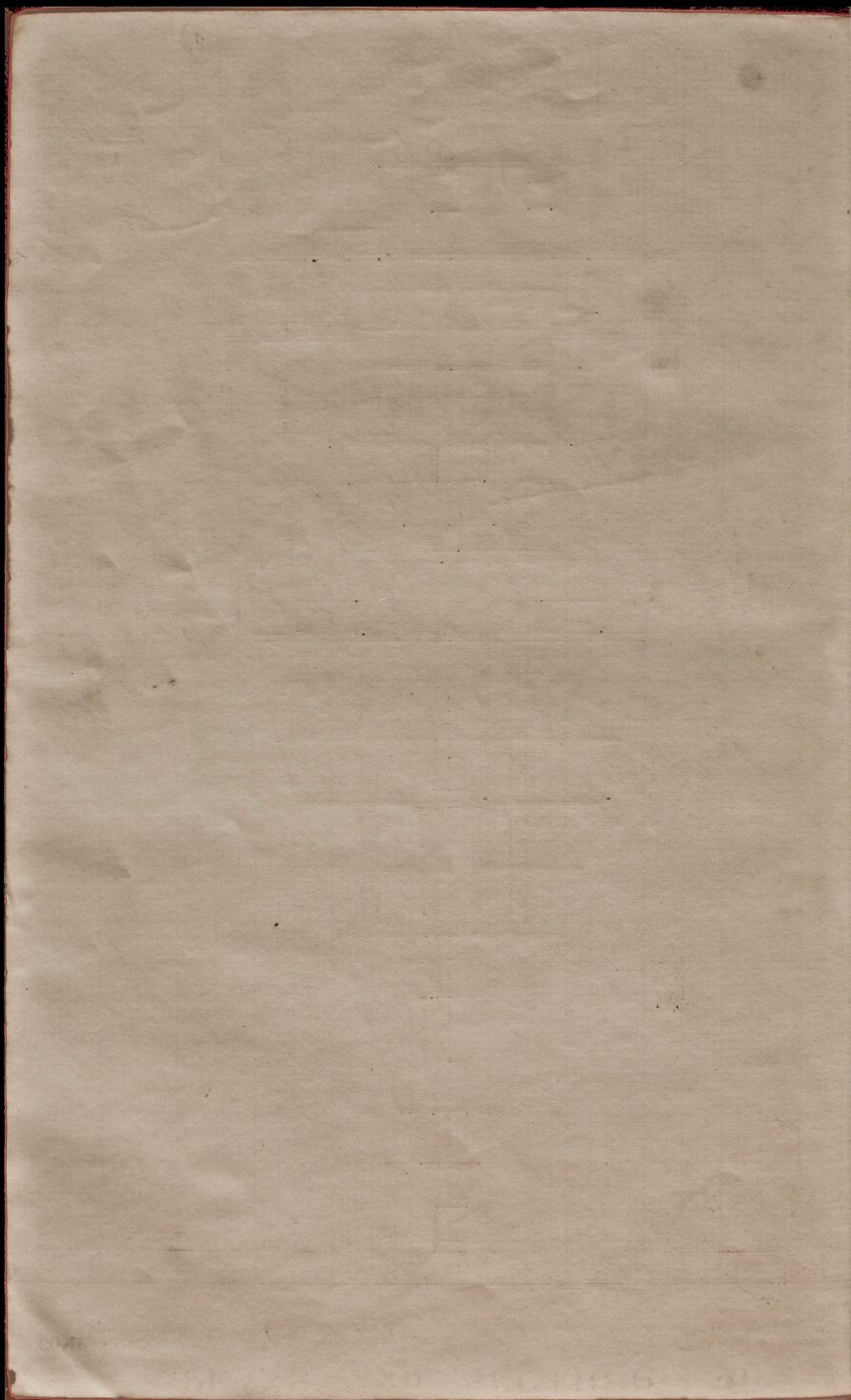
- 25 Yards Cotton canvas.
 1 dozen Rusted bricks.
 1 " Tile handles.
 6 Spirit cans.
 6 Brass padlocks and keys
 6 Thermometers (for outprometers)
 5 No. Lamp wickings (balls)
 2 dozen Lamp (kerosene) burners.
 45 lbs (bolls and nuts).
 12 1/2 " Bricks 3/4 " x 1".
 5. Coir brooms.
 6. Steel brushes (hand)
 6. Dust "
 1 dozen Sack tools.
 1 " Paint brushes.
 6. Lamb brushes.
 3. White wash brushes.
 1 barrel Lime (slack)
 1 bar Steel (tool)
 3 lbs. Asbestos packing.
 50 lbs White lead.
 100 " " zinc
 150 " Brown "
 100 " Yellow ochre
 150 " Red lead.
 100 " Putash.
 2 " Borax.
 50 " Tallow.
 1 " Chalk (white).
 20 " Lye (concentrated)
 1 dozen gauge glasses (Scotch)
 24 Globe valves.
 90 lbs Pipe (steel)
 12 Cocks (pet)
 24 Union couplings.
 24 Elbows.
 30 T's.
 18 Reducers.
 3 Elbows.
 6 nipples.
 2 Flutes (log) silicate.
 1 Hatchets
 1 Hack saw frame
 3 Beams. Emery cloth
 36 Files.
 3 Monkey wrenches.
 6 Flatfoot wrenches
 1 Viers flat.
 1 " Round.

1 Overcast, with thunder, lightning and much rain
 Light to gentle at 10; that to 12 B. breeze

Examined and found to be correct.

M. H. Lue
 Lieutenant U.S.N.

John W. Stewart
 Pilot - Navigator.



under the con

avy,

Wines from General Storekeeper.

2 screw Drivers.

2 Soldering irons.

3 Chipping hammers.

200 lbs. Cotton waste.

18 boxes. Puta pomade

From

mod

From

Bease

Bease

40 lbs

From

the E

W.H.

yard

Left

Scarp

From

the E

Depas

In on

2 pair

Shift

From

the E

Main

Vern

Wald

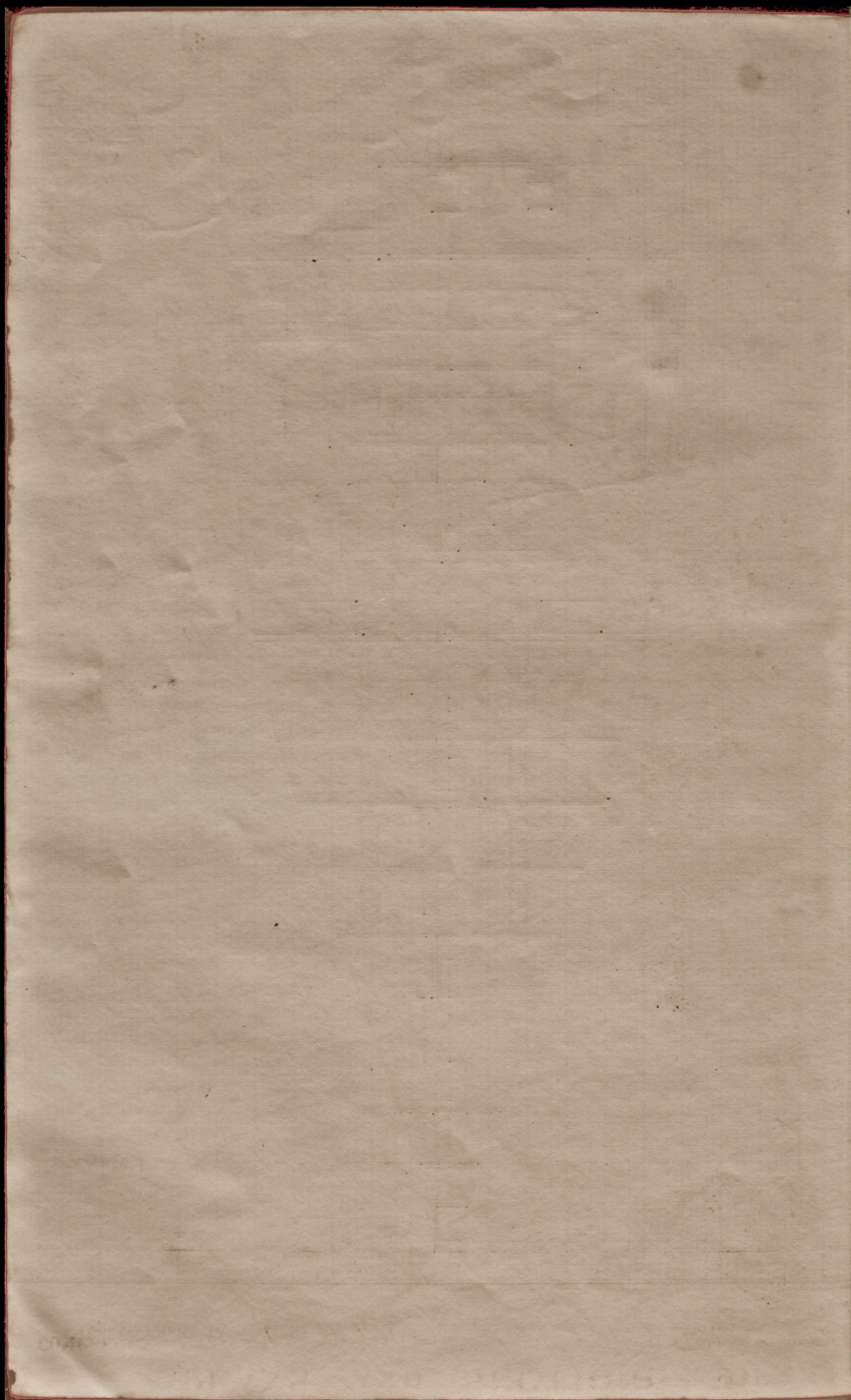
From

1 Overcast, with thunder, lightning and much rain.
Light to gentle at 10; West to S. B. breeze.

Examined and found to be correct.

M. H. Lue
Lieutenant U.S.N.

John W. Stewart
Lieut. Navigator.



July 28

, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

From midnight to 4.00 Am.

Overcast, cloudy, and misty; gentle breeze with moderate squalls from E. N. E. Barometer falling then steady.

J. M. Jordan,
Lieutenant U. S. N.

From 4.00 to 8.00 Am.

Overcast, cloudy, and misty; threatening rain; gentle breeze with moderate squalls from E. N. E. to East. Barometer rising slowly. Received on board in Department of supplies and accounts 35 lbs bread 40 lbs fresh beef and vegetables.

J. M. Jordan,
Lieutenant U. S. N.

From 8.00 Am. to noon.

Overcast, misty, drizzling. Light to gentle breeze from the East. Absent without leave: J. W. Kinnear, Coxswain; J. Conroy, Landman; W. H. Wild (C. P.). Received on board 16 mess tables, 32 benches (repaired). Sent to yard for repairs 4 mess tables and 4 benches. Crew engaged in turning in topsail. Left Black Navy Yard workmen engaged on board in Construction Department 5 carpenters, 15 joiners. In engineering Department 1 boiler maker, 2 helpers.

W. H. Hulme,
Lieutenant U. S. N.

From noon to 4.00 Pm.

Overcast, misty, and drizzling. Gentle breeze from the East. Navy Yard workmen, same as forenoon, received in Engineering Department, 100 feet, and in Ordnance Department, 75 kegs each, 75 containers. In navigation Department, 11 lbs sal ammoniac, 1/4 pint mercury, 10 lbs varnish. 2 pair Quivers. Received and hoisted 1st and 2^d Cutters. Began to unknown ship, to shift berth at 3.45 Pm.W. H. Hulme,
Lieutenant U. S. N.

From 4.00 to 8.00 Pm.

Overcast, misty, and raining. Gentle to lighter breeze from the East to N. by W. At 4.10, tugs came alongside, and shifted berth to foot of Main Street. Navy Yard workmen same as forenoon, received from U. S. S. Vermont, with bag, hammock, and transfer papers. Peter Peterson (seaman) W. H. Wild (C. P.) returned on board 7 1/4 hours, overtime.

W. H. Hulme,
Lieutenant U. S. N.

From 8.00 Pm. to midnight.

Overcast, with thunder, lightning and much rain. Light to gentle N. by West to N. E. breeze.

Examined and found to be correct.

W. H. Hulme,
Lieutenant U. S. N.John H. Stewart
First Navigator.

LOG of the UNITED STATES

*Ship Essex**Third*

Rate,

Moved to navy yard dock, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prev. of Glass.	Sky, in fths.	State of Sea.
					Direction by Standard Compass.	Force.			(a) Height in inches.	Ther. at d'd.	Air, Dry.	Air, Wet.	At surface.				
A. M.									<i>-0.18</i>								
1				<i>N by West</i>	<i>N. E.</i>	<i>2-3</i>			<i>30.02</i>	<i>67</i>	<i>65</i>	<i>65</i>	<i>ocul. nub.</i>		<i>0</i>		
2				"	"	<i>2-3</i>			<i>30.02</i>	<i>67</i>	<i>65</i>	<i>65</i>	"	"	<i>0</i>		
3				"	"	<i>2-3</i>			<i>30.03</i>	<i>67</i>	<i>65</i>	<i>65</i>	<i>ocul.</i>	"	<i>0</i>		
4				"	"	<i>2-3</i>			<i>30.03</i>	<i>67</i>	<i>65</i>	<i>65</i>	"	"	<i>0</i>		
5				"	"	<i>2</i>			<i>30.03</i>	<i>67</i>	<i>65</i>	<i>65</i>	"	"	<i>0</i>		
6				"	"	<i>2</i>			<i>30.04</i>	<i>66</i>	<i>64</i>	<i>64</i>	"	"	<i>0</i>		
7				"	"	<i>2</i>			<i>30.04</i>	<i>66</i>	<i>64</i>	<i>64</i>	"	"	<i>0</i>		
8				"	"	<i>2</i>			<i>30.05</i>	<i>66</i>	<i>64</i>	<i>64</i>	<i>ocul.</i>	"	<i>0</i>		
9				"	"	<i>2</i>			<i>30.07</i>	<i>68</i>	<i>65</i>	<i>65</i>	"	<i>cum.</i>	<i>0</i>		
10				"	"	<i>1</i>			<i>30.09</i>	<i>68</i>	<i>66</i>	<i>66</i>	"	"	<i>0</i>		
11				"	"	<i>1</i>			<i>30.10</i>	<i>68</i>	<i>67</i>	<i>67</i>	"	"	<i>0</i>		
Noon.				"	<i>West.</i>	<i>1</i>			<i>30.10</i>	<i>69</i>	<i>69</i>	<i>68</i>	<i>ben. cum.</i>	"	<i>4</i>		

Position at 8 A. M. { Latitude by
Longitude by

Position at noon: { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

Course made good since preceding noon:

Distance made good since preceding noon:

Distance by Log since preceding noon:

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at noon,

P. M.																	
1				<i>N by West.</i>	<i>West</i>	<i>2</i>			<i>30.10</i>	<i>70</i>	<i>73</i>	<i>69</i>	<i>ben. fucum.</i>	"	<i>4</i>		
2				"	"	<i>2</i>			<i>30.11</i>	<i>71</i>	<i>73</i>	<i>70</i>	<i>ocul. cum.</i>	"	<i>0</i>		
3				"	"	<i>2</i>			<i>30.10</i>	<i>71</i>	<i>73</i>	<i>69</i>	"	"	<i>0</i>		
4				"	"	<i>2</i>			<i>30.09</i>	<i>71</i>	<i>73</i>	<i>69</i>	<i>ben. fucum.</i>	"	<i>1</i>		
5				"	"	<i>2</i>			<i>30.07</i>	<i>72</i>	<i>74</i>	<i>71</i>	"	"	<i>2</i>		
6				"	"	<i>2</i>			<i>30.06</i>	<i>72</i>	<i>73</i>	<i>70</i>	"	"	<i>5</i>		
7				"	"	<i>2</i>			<i>30.06</i>	<i>73</i>	<i>72</i>	<i>70</i>	"	"	<i>5</i>		
8				"	"	<i>2</i>			<i>30.07</i>	<i>73</i>	<i>72</i>	<i>70</i>	"	"	<i>2</i>		
9				"	"	<i>1</i>			<i>30.08</i>	<i>72</i>	<i>71</i>	<i>69</i>	<i>ocul.</i>	"	<i>0</i>		
10				"	"	<i>1</i>			<i>30.08</i>	<i>72</i>	<i>71</i>	<i>69</i>	"	"	<i>0</i>		
11				"	"	<i>1</i>			<i>30.08</i>	<i>71</i>	<i>71</i>	<i>69</i>	"	"	<i>0</i>		
Mid.				"	"	<i>1</i>			<i>30.08</i>	<i>71</i>	<i>70</i>	<i>68</i>	<i>ocul.</i>	"	<i>0</i>		

under the command of *Commander Edward T. Henry.*
July 29

, U. S. Navy,
, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

From midnight to 4.00 am.

Overcast misty, rain and lightning. Light to gentle N. E. breeze. J. Connyj Londonian returned on board.

W. H. Williams
Lieutenant E. I. N.

From 4.00 to 8.00 am.

Overcast, misty and rainy. 1st part. Gentle N. E. breeze. Made preparations for coaling. Received in Department of supplies and accounts. 35 lbs fresh bread, 43 1/4 bushels of beans and 100 lbs of rice.

W. H. Williams
Lieutenant E. I. N.

From 8.00 am. to midday.

Overcast and misty first three hours, clearing last hour. Light air and breeze from N. E. first three hours. West last half at 2.05 E. I. N. New York got underway and stood down East River. E. I. N. Marine passed at 11.00 behind South Coalery ship. J. H. Watanabe (Cook) absent without leave. Sawij yard workmen as follows at work in construction and repair Department 6 Carpenters, and 7 joiners. J. Connyj Legation absent without leave.

J. W. Williams
Ensign E. I. N.

From midday to 4.00 Pm.

Cloudy to overcast and misty. Light breeze from West. Transferred Mr. Yoshima Cabin cook to E. I. N. I. Shanklin with bag, hammock and necessary papers. Received from E. I. N. I. Kinnmont. J. H. White (G. M. 3rd cl.) with bag, hammock and necessary papers. The following workmen from the yard at work in the ship: 6 carpenters, 7 joiners, 2 painters, and 7 caulkers. Coalery ship Traffic came alongside at 3.55 with ammunition.

J. W. Williams
Ensign E. I. N.

From 4.00 to 8.00 Pm.

Cloudy and pleasant, to overcast and misty. Finished coaling at 4.10. Received in Equipment Department 100 tons anthracite coal with 4.05 hoisted at fore and began receiving ammunition. Finished at 4.40 and hauled down #1 Traffic left at 4.45 with barge. Received in ordnance Department 550, 6 pds. cartridges, 600 4 pds. cartridges, 200 Winchester primers.

J. W. Williams
Ensign E. I. N.

From 8.00 Pm. to midnight.

Overcast, misty. Clearing last hour. Light air from the Westward.

J. W. Williams
Ensign E. I. N.

Examined and found to be correct.

John W. Stewart
Navigator

LOG of the UNITED STATES *Ship Ensign**Third* Rate,*Moved to navy yard dock New York*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.			Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prep. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Air Height in inches.	Therm. at 5'.	Wet Bulb.	Dry Bulb.				
A. M.									-0.18							
1				<i>n by w.</i>	<i>West</i>	1			30.08	70	70	68	<i>bcn</i>	<i>from</i>	4	
2				"	"	2			30.08	70	68	67	"	"	3	
3				"	"	2			30.08	70	68	67	"	"	4	
4				"	"	2			30.08	70	68	67	"	"	2	
5				"	"	1			30.08	70	68	67	"	"	4	
6				"	"	1			30.10	69	68	67	"	"	6	
7				"	"	2			30.15	69	68	67	"	"	6	
8				"	<i>n. w. by n.</i>	3			30.15	70	71	69	"	"	6	
9				"	"	3			30.15	71	73	71	"	"	5	
10				"	"	3			30.15	70	75	71	"	"	6	
11				"	<i>n. w. by w.</i>	3			30.13	73	76	72	"	"	5	
Noon.				"	"	3			30.12	73	78	74	"	<i>bcn from</i>	5	

Position at 8 A. M. { Latitude by
Longitude by

0 1 "

Position at noon: { Latitude by observation
Longitude by observation

0 1 "

Latitude by D. R.
Longitude by D. R.

0 1 "

Course made good since preceding noon:

Distance made good since preceding noon:

miles.

Distance by Log since preceding noon:

miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

0 1 "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

200 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

300 "

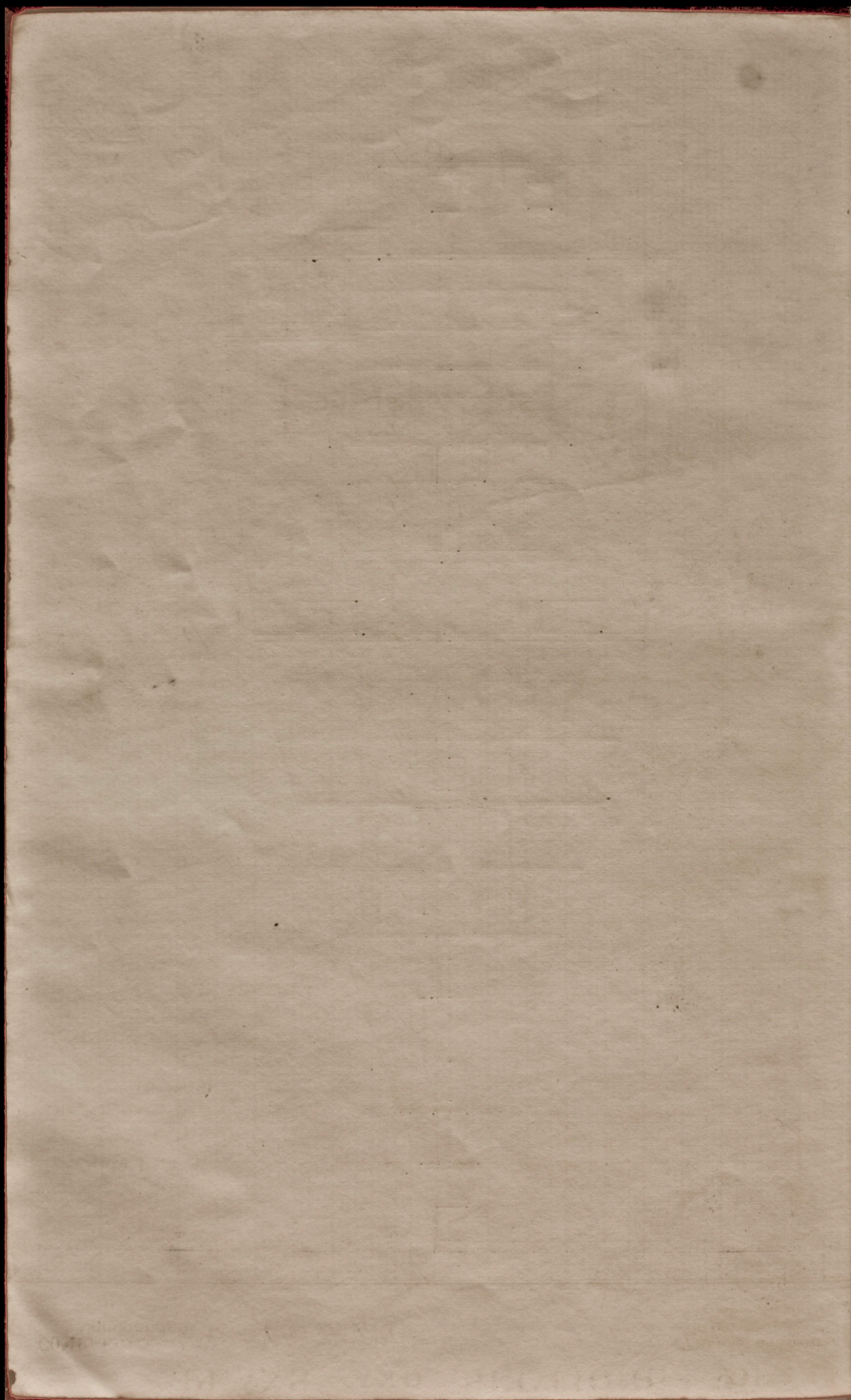
Coal consumed during the preceding 24 hours,

tons, lbs.

Coal remaining on hand at noon,

140 " 960 "

P. M.																
1				<i>n. by w.</i>	<i>n. w. by w.</i>	3			30.12	75	79	74	<i>bcn</i>	<i>from</i>	5	
2				"	"	3			30.12	76	80	75	"	"	6	
3				"	"	3			30.12	78	81	75	"	"	6	
4				"	"	2			30.12	78	81	75	"	"	7	
5				"	"	2			30.11	79	82	74	"	"	6	
6				"	"	1			30.06	79	82	74	"	"	6	
7				"	"	1			-0.12	30.05	79	80	74	"	"	6
8				"	"	1			30.05	78	77	74	"	"	6	
9				"	"	1			30.07	78	77	73	"	"	8	
10				"	"	1			30.11	78	75	73	"	"	7	
11				"	"	2			30.14	78	75	72	"	"	7	
Mid.				"	"	2			30.15	76	74	72	"	"	4	



Things received in Navigation Department
July 30, 1917.

- 1 Danger flag #3
- 1 Disparting pin #3
- 2 Pyramidal pins 5.
- 2 Anti-Aircraft W. fluid.
- 1 Gross pens #048.
- 3 Dozen black lead pencils Eagle #2
- 12 Memorandum books 4" x 6 1/2"
- 2 Blank books journal 250 pages.
- 3 Rubber erasers. 12 to a lb.
- 1 Steel " E. H.
- 24 Sheets blotting paper.
- 1 Gross Bands for assn. 2"
- 2 Ink stands Round 3 1/2"
- 1 Dozen Red and blue lead pencils.
- 1/2 Ream note paper 5 x 8 1/2 in. S.
- 150 " envelopes #15
- 1 Tent maulage (David).
- 2 Gallons asphaltum.
- 1 Hide leather.

Airplane Department.

- 75 Rifle slings.
- 75 Ponchos
- 250 Cartridge corks.

4 tires and

illusions.

26. S. N.

received from
received in
leaf
in

in 26. S. N.

25 W. W. Barometer
shown delivered
received from
shown from
not naval supplied

in
26. S. N.

25 W. W. Barometer
shown delivered
received from
shown from
not naval supplied

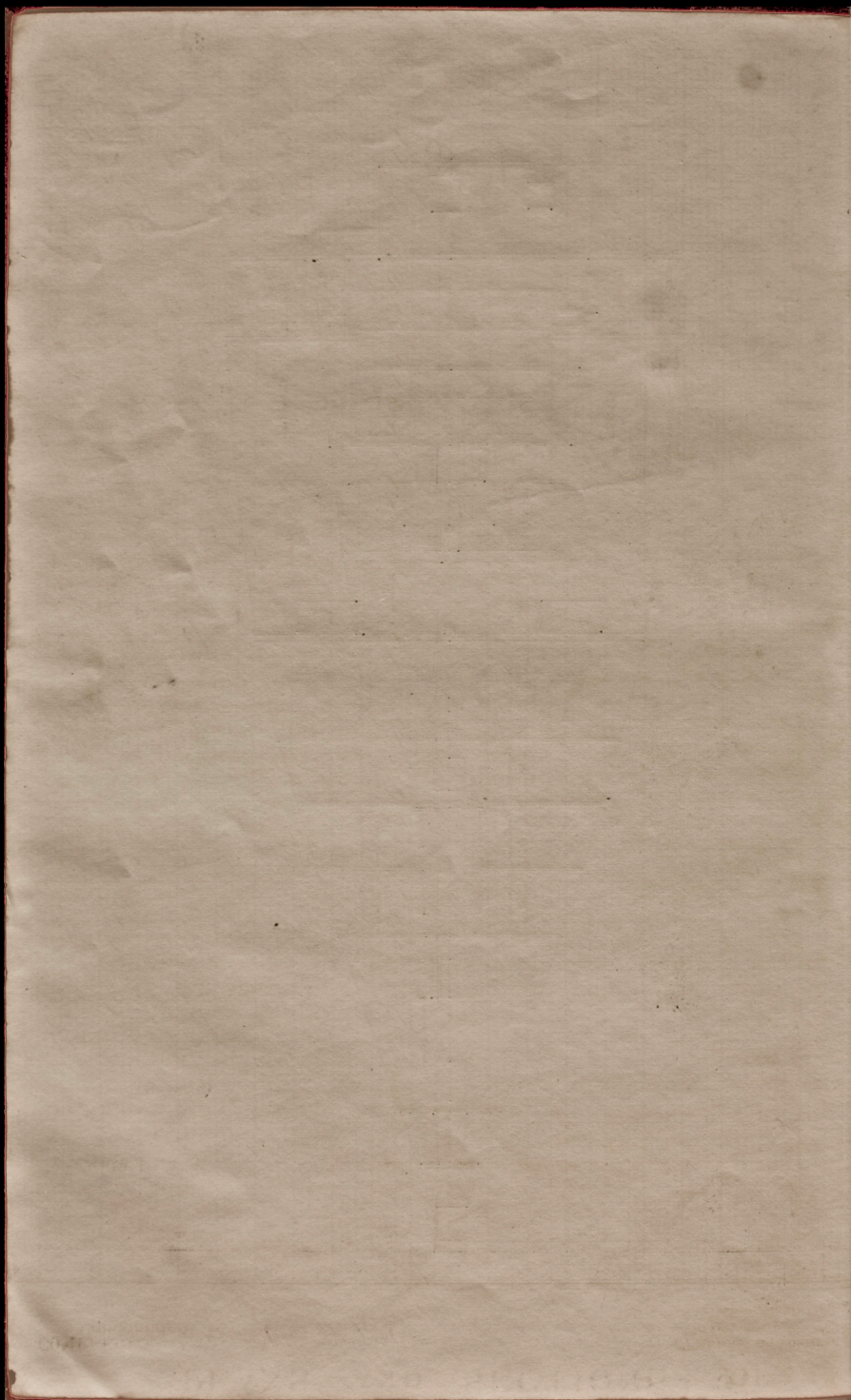
known
in 26. S. N.

received from 25 W. W.

known
in 26. S. N.

light breeze from
known
in 26. S. N.

John H. Stewart
Lieut. Navigator.



These received in Equipment Department July 30/97

- 1 Deck clothes
- 1 Night light hood.
- 2 " " covers.

Navigation Department

- 2 Binnacle covers
- 2 Chronol. stops
- 1 Mercator's Barometer
- 2 Sets spare parts O. Lamp.
- 20 Yards bunting (white) 18"
- 55 lbs Distances line.
- 50 " Signal ball and stuff
- 28 " White line.
- 23 Yards blue bunting 18"
- 10 " green " 18"
- 10 " Black " 18"
- 10 " Red " 18"
- 10 " White " 4 1/2"
- 10 " Blue " 4 1/2"
- 8 Lamp chains " 4 1/2"
- 12 H. L. Burners.
- 24 " Globes.
- 2 Grob. Wack.
- 6 D. D. Globes
- 72 Chambers
- 6 Tronol. Box. 8.
- 6 " " 8
- 1 Ensign # 2
- 1 Ensign Jack # 3
- 1 narrow pennant # 3
- 1 numeral " # 3
- 12 memorandum pads 4 x 5
- 1 " " 8 x 10
- 1 Gross matches.
- 5 lbs camphor
- 3 Hand lanterns.
- 3 Standing lights.
- 1 Ensign # 4
- 2 " # 5
- 3 " # 7
- 1 " # 8
- 1 narrow pennant # 2
- 1 " " # 3
- 1 " " # 4
- 1 " " # 5
- 1 Set numbers # 2
- 1 " repeaters # 2
- 1 " Pennants # 2

Trues and

ilseaus.
El. S. N.

received from
received in
leaf
in
El. S. N.

W. W. Barometer
from Polaris
received from
naval supply
at naval supply

El. S. N.

W. W. Barometer
El. S. N. Equipment
in engineering
of same yard work

Ken
in El. S. N.

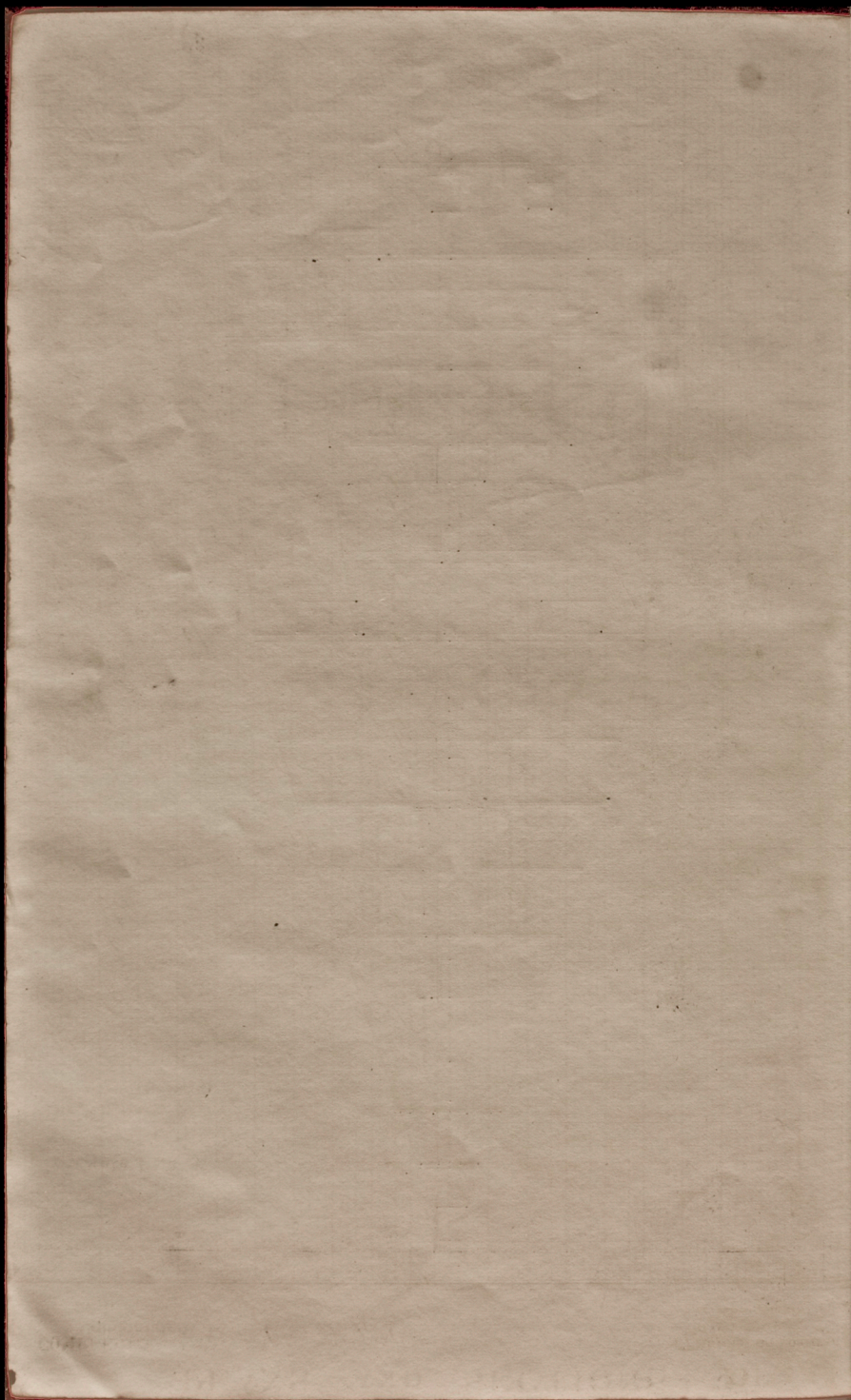
received from W. W.

Ken
in El. S. N.

light breeze from

Ken
in El. S. N.

John Stewart
Lieut. Navigator



Engineer stores received July 30/97

200	Gallons sperm oil
100	" Lard "
10	" Wax "
5	" Asphaltum "
10	" Turpentine "

Stores received in equipment department July 30/97

2	Cutlery covers.	
2	" awnings and bags.	Boat topping left.
2	Boat tarpaulines.	Boat pump & hose (boat)
2	Suits of sails.	" boat falls
2	Sail and spare covers.	" " grips
2	Sets arm curtains.	" " rigging.
2	Boat chairs.	
2	" Anchors.	
12	Paint brushes (round)	
6	" " (flat)	
3	50 lb twine cotton sewing	
25	5 lb twine	
25	5 lb twine	
5	Gallons turpentine	
2	Quarts ink black	
1	Veil carriage ink	
2	Cross	
4	Draw lead pencil (black)	
1	Ink stand (Round) 3 1/2"	
1	Musculage strap	
1	Deck rille 12" boxwood.	
1	Blank official paper single sheets.	
150	Envelopes official.	
240	Sheets Emery cloth.	
300	Lbs polishing paste	
50	Lbs Cotton waste	
3	Lbs twine flax.	
40	" marine tarred.	
4	" Cotton line	
1	Target frame	
1	" mast.	
1	Main top gallant sail	
1	Boysail (main)	
1	Fore Boysail	
1	Main topmast stay sail (repaired)	
1	Fine sail	
190	Black bags	
1	Main top cover	
1	M. masthead "	
1	" " Cover	
1	main yard cover	

Hairs and

illiams.

Eb. S. N.

received from

received in

leaf

in

on Eb. S. N.

N.W. W. Barometer

Delivered

yard equipment

store, for pay

ent naval supplies

N.

Eb. S. N.

N.W. W. Barometer

Equipment

in engineering

Same yard work

N.

on Eb. S. N.

received from N.W. W.

N.

on Eb. S. N.

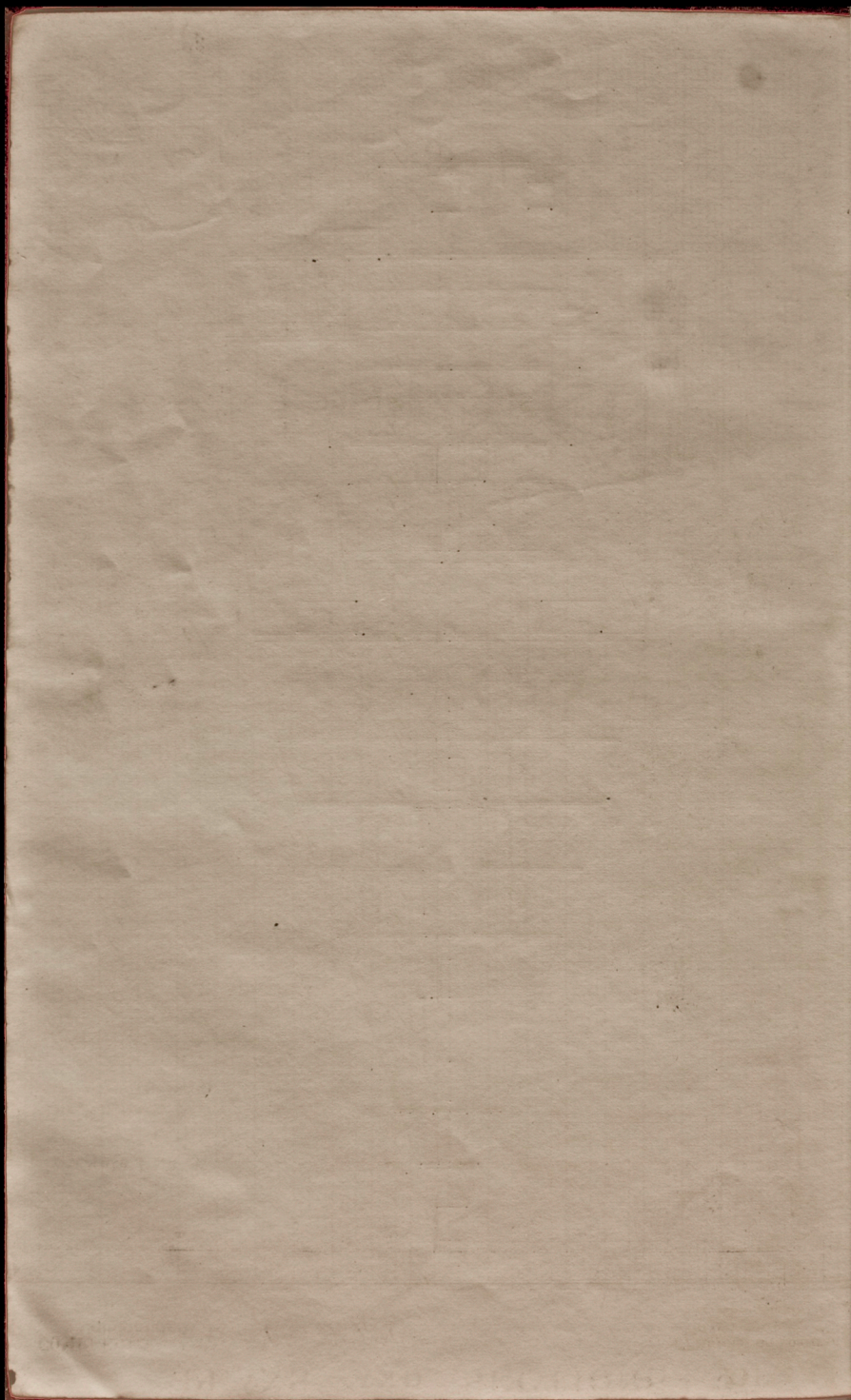
light breeze from

N.

N.

on Eb. S. N.

John H. Stewart
Lieut. Navigator



July 30th, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commencing and until 4.00 am.

Pleasant - Cloudy and misty. Light airs and breezes from West.

Lt. W. Williams.
Ensign E. S. N.

From 4.00 to 8.00 am.

Cloudy and pleasant. Light airs and breezes from West just three hours. Gentle breeze from N.W. by N. last hour. Received in Pay Department for issue to crew: 36 lbs of beef, and 33 1/2 lbs beef.

Lt. W. Williams
Ensign E. S. N.

From 8.00 am. to meridian.

Fair, and pleasant. Gentle breeze from N.W. by N. to N.W. by W. Barometer rising. The following men absent without leave: (H. Madarac) Cox & Comm. (L. M. Palmer) to C. H. Hove, acting appointment as chief boatswain & master. The following repair men at work on board: 1 carpenter, 1 joiner, 2 painters & 2 blacksmiths. Taking on stores for Pay Department as follows: Equipment (see list) Ordnance (see list) Equipment naval supplies (see list).

O. P. Jackson,
Ensign E. S. N.

From meridian to 4.00 Pm.

Fair, and pleasant. Gentle breeze from N.W. by W. Barometer steady. Engaged in taking on stores as follows: Pay Department (see list) Equipment (see list) Equipment naval supplies (see list) Ordnance (see list) Steam engineering (see list) 1000 boilers, A, B, C and D, with fresh water (12000 gallons). Some yard work men at work as in previous watch.

O. P. Jackson,
Ensign E. S. N.

From 4.00 to 8.00 Pm.

Fair, and pleasant. Light airs to light breezes from N.W. by W. Barometer steady.

O. P. Jackson,
Ensign E. S. N.

From 8.00 Pm. to midnight.

Fair, and pleasant. Light airs to light breezes from N.W. by W. Barometer rising.

O. P. Jackson,
Ensign E. S. N.

Examined and found to be correct.

John H. Stewart
Lieut. Navigator

LOG of the UNITED STATES *Ship Essex*

Third Rate,

Moved to navy yard dock, New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heed.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. & Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.				Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
										-0.12							
A. M.				N by W.	N. E.	2				30.15	75	71	72	bcty	cum	3	
1				"	N. N. W.	1				30.15	74	70	73	bcn	cum	5	
2				"	"	1				30.14	74	70	68	scn	"	0	
3				"	"	1				30.14	73	70	68	scn	"	0	
4				"	"	1				30.13	72	70	68	bcn	"	7	
5				"	"	1				30.13	72	70	69	"	"	7	
6				"	N by S.	1				30.13	72	72	70	"	"	8	
7				"	"	1				30.12	73	75	71	"	"	9	
8				"	West	1				30.13	74	72	71	"	"	9	
9				"	"	1				30.12	76	78	72	"	"	9	
10				"	"	1				30.11	77	80	74	"	"	9	
11				"	"	1				30.11	78	80	70	"	"	9	
Noon.				"	"	2											

Position at 8 A. M. { Latitude by
Longitude by

0 1 "

0 1 "

Position at noon : { Latitude by observation
Longitude by observation
Latitude by D. R.
Longitude by D. R.

0 1 "

0 1 "

0 1 "

0 1 "

Course made good since preceding noon :

Distance made good since preceding noon :

miles.

Distance by Log since preceding noon :

miles.

Current per hour : miles, set true.

Position at 8 P. M. { Latitude by
Longitude by

0 1 "

0 1 "

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours,

200 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at noon,

600 "

Coal consumed during the preceding 24 hours,

tons, lbs.

Coal remaining on hand at noon,

" "

P. M.																	
1				<i>N by W.</i>	<i>West</i>	3		30.11	77	84	76		<i>bc</i>	<i>cum</i>		5	
2				"	"	3		30.09	82	87	77		"	"		6	
3				"	<i>N. N. W.</i>	3		30.09	82	86	76		"	"		6	
4				"	"	3		30.07	83	86	78		"	"		6	
5				"	<i>N. W. by N.</i>	3		30.06	84	86	76		"	"		7	
6				"	"	2		30.08	83	84	76		"	"		7	
7				"	"	2		30.06	83	82	75		"	"		6	
8				"	"	1		30.06	82	81	74		"	"		5	
9				"	"	1		30.09	82	79	72		<i>bcl.</i>	"		7	
10				"	"	1		30.08	80	77	72		"	"		8	
11				"	"	1		30.09	80	76	72		"	<i>cum</i>		9	
Mid.				"	"	1-2		30.09	80	75	70		"	"		9	

Stores received in equipment department
July 31/97.

U. S. Navy,

897.

1	Dessert fork	x	Steel pans, gross.	1
1	Table "		Bar. weights	2
1	Butter knife		Yard stick	1
25	White bags		Tape line	1
50	Hose washers.		Beeswax	# 10
100	Coin bushes.		Thump 6 thls.	# 78
12	Scrub "		Boat anchor	1
12	White wash "		" chain	1
36	Cane browned		House bottles	2
50	Yds. Ravaud Duck 8/4		Life preservers	50
42	" Flax Ravaud		Lat stencil plates	1
50	" Cotton # 9		3 1/2" manilla	# 906
162	# " Manila 15 thd.		3 1/2" "	# 381
167	# " " 18 "		Expended galley coppers	2
158	# " " 1 1/2 "		Leak bottles	2
84	# " " "		Equipment (navigation).	
168	# " " "		Fluorimetry oil (gals)	150
70	# " " "		Asphaltum "	2
10	# " " "		Manh. box lamps	2
35	# " " "			
24	# " " "			
4	Cassia (milk)			
2	Capers (seaming needles)			
9	# " " "			
12	# " " "			
10	Gals. Asphaltum			
5	" " "			
24	Box. Electro silver			
1	Therpsom			
1	Shank hook.			
10	# " "			
40	# " "			
18	# " "			
12	Marlines, twisted			
48	Squidges and handles.			
60	" plates.			
1	Gws. spurs brass (promote) # 2.			
1	Dozen memorandum books.			
500	Note envelopes.			
500	" "			
2	Stents musilage			
12	Sts. Blotting paper.			
1	Beam typewriter.			
1	" " "			
1/2	" " "			
6	Daen lead pencils.			
2	Rulers. G.			
1	Type writer ribbons			

Barometers

and fast hour
Barometer

sign E. S. N.

Barometer
the following

sign E. S. N.

Light cheese from
Lund on board
the yard. At 9.05
and was
G. Commy (old)
Liber, 1 helper.

sign E. S. N.

from West to
on previous

sign E. S. N.

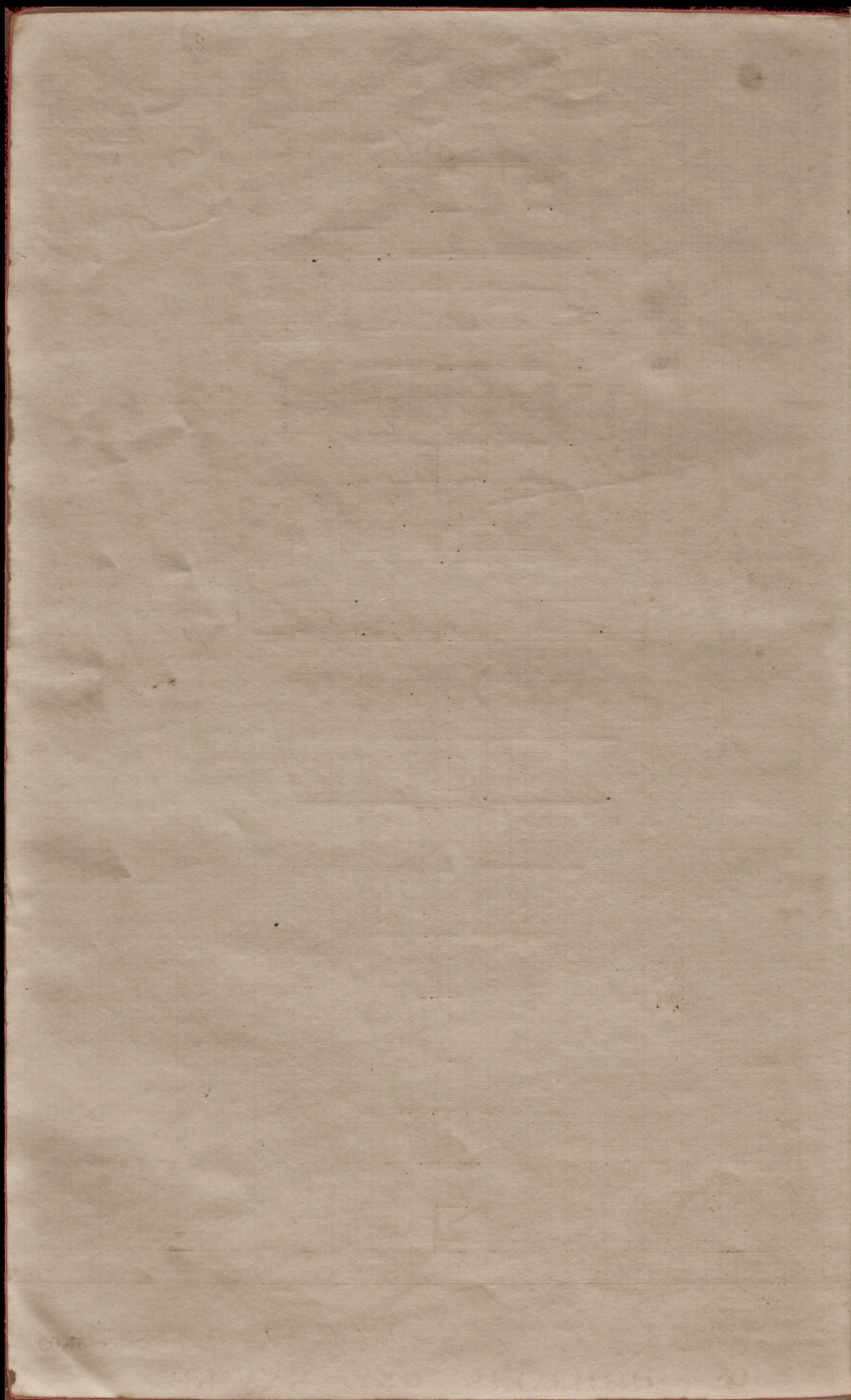
to light air from
sign E. S. N.

air from N. W. G.
sign E. S. N.

Examined and found to be correct.

E. J. Young
Comdr. U. S. N.
Comdg.

John W. Purvish
Lieut. Navigator



under the command of *Commander Edward T. Strong*.

, U. S. Navy,

July 31

, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4.00 am.

*Cloudy to overcast. Passing showers first hour
dazzling ^{sun} last hour. Light air to light breeze from N.E. and W.N.W. Barometer
steady.*

O.P. Jackson
Ensign U.S.N.

From 4.00 to 8.00 am.

*Clear and pleasant. Light variable air. Barometer
falling. Received in Department of supplies and accounts the following
fresh provisions. 31 lbs bread 45 lbs each of beef and vegetables.*

O.P. Jackson
Ensign U.S.N.

From 8.00 am to midday.

*Clear and pleasant. Light air to light breeze from
West. Barometer falling. Engaged in painting ship outside. Received on board
the following stores (delivered at 9.15 the Lt. J. B. Pater arrived at the yard. At 9.35
the Secretary of the Navy arrived at the yard on the tug A.H. Swarts and was
saluted with 17 guns from the Barbicook battery. At 11.05 the Lt. J. H. Texas arrived
at the yard without leave. J. Wetanen coxswain G. Conroy (btl)
Navy Yard workmen as follows: - 3 painters, 9 joiners, 1 plumber, 1 helper,
1 selfwright, 2 carpenters, 2 ironworkers.*

D.F. Fuller
Ensign U.S.N.

From midday to 4.00 P.M.

*Clear and warm. Gentle breeze from West to
W. N.W. Barometer falling. Navy yard workmen employed as in previous
watch.*

D.F. Fuller
Ensign U.S.N.

From 4.00 to 8.00 P.M.

*Clear and pleasant. Gentle breeze to light air from
N.W. by N. Barometer steady.*

D.F. Fuller
Ensign U.S.N.

From 8.00 P.M. to midnight

*Clear and pleasant. Light air from N.W. by
Barometer steady.*

D.F. Fuller
Ensign U.S.N.

Examined and found to be correct.

E.T. Strong
Comdr. U.S.N.
Comdg.

John W. Stewart
Lieut. Navigator

